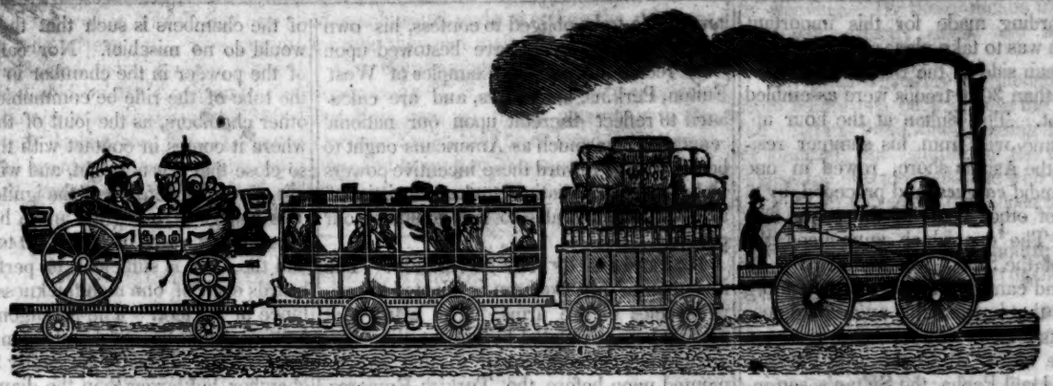

AMERICAN RAILROAD JOURNAL,
AND ADVOCATE OF INTERNAL IMPROVEMENTS.

PUBLISHED WEEKLY, AT NO. 132 NASSAU STREET, NEW-YORK, AT FIVE DOLLARS PER ANNUM, PAYABLE IN ADVANCE

D. K MINOR, and GEORGE C. SCHAEFFER, } EDITORS AND PROPRIETORS.] SATURDAY, DECEMBER 10, 1836. [VOLUME V.—No 49.

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AMERICAN RAILROAD JOURNAL.

NEW-YORK, DECEMBER 10, 1836.

TO CONTRACTORS.

PROPOSALS will be received from the 1st to 10th January, 1837, for the graduation of the 2d and 3d Divisions of the Long Island Railroad, comprising a distance of 20 miles beyond Jericho.

The line will be ready for inspection on the 1st of January, when plans and profiles of the routes may be seen at the Engineers Office, Jamaica.

WM. GIBBS McNEILL, Eng.
JAMES P. KIRKWOOD, Res. Eng.
Jamaica, Dec. 6, 1836. 2t*

A few cuts and descriptions of machines exhibited at the Fair of the Institute, were omitted in the last number.

They will be found complete in the number of this week.

VAN DE GRAAFF, on Railroad Curves, and a Description of the Thames Tunnel with engravings, are for sale at this office.

PAMBOUR on Locomotives, and NICHOLSON'S Architecture, will be ready for delivery in a short time.

EFFECTS OF ELECTRICITY ON VEGETATION.—M. Baric states, that "last year, in the month of July, the lightning struck one of the poplars in my avenue—the fluid breaking off at the time a few branches at the summit of the tree, followed down the tree without breaking the bark, and at last passed into the earth, throwing up two cubic feet of earth. The poplar at the time was about a foot in circumferance: at the present time it is double that size, whilst those near by have made no preceptible increase in size.—[L'Institut, No. 155.]

Fair of American Institute.

(Continued from p. 767.)

MR. COCHRAN'S IMPROVEMENT IN FIRE ARMS.

We copy the following account of Mr. Cochran's invention, and Adventures. It will be found highly interesting.

COCHRAN'S MANY CHAMBERED NON-RECOILING RIFLE.—This extraordinary invention of a young American, native of New-Hampshire, and which is now being for the first time exhibited to the public, at the Fair of the Americau Institute, Niblo's Garden, deserves more than a passing notice. There are circumstances connected with it, which give a peculiar, if not romantic, interest in the history of the arts of our country. If any thing were wanting amidst the multitude of extraordinary inventions which have, for the last half century, been recorded in the archives of our patent office, to illustrate and establish the pre-eminent claims of our country-men to genius of a high order, it would be that which forms the particular subject of our remarks.

Mr. Cochran's father was a lawyer, and afterwards a merchant of eminence in Enfield, N. H.; and the son, John Webster Cochran, was born there, and has invented the species of fire arms in question, was brought up to no particular business. At the very early age, however, of 16, he discovered a strong taste and passion for mechanical experiments, and was consiantly occupied in the construction of machinery, which his father approving of, unlike many other fathers, encouraged, and to further the wishes of his son, expended several thousand dollars in his behalf, in the cost of the different kinds of apparatus required.

When only 18, he made the discovery in question, but did not perfect it until three years after. He then went to France and England, and exhibited his model cannon to Louis Phillipe and William the IV. While at Paris in 1833–'34, he was requested by the Turkish Ambassador to explain it to the Turkish Minister at London, and accordingly went to Woolwich, and performed a series of experiments before the latter personage, which gave so much satisfaction that he urged Mr. C. to visit the Sultan at Constantinople, & for that purpose provided him with the most flattering recommendations to the Court of the Sublime Porte. Mr. Cochran arrived at Constantinople Febuary 11, 1836, was received with great distinction, and introduced to the Sultan by the Grand Vizier. His Turkish Majesty was highly pleased with the experiments made with the model, told Mr. C. he was satisfied it would be generally adopted, and requested him to cast twelve pounders on the same principle. He was provided with elegant apartments in Pera, raised to the dignity of Master of Cannon, and furnished with as many workmen as he required for the accomplishment of his task. The treatment, in fact, which he received, was equivalent to that of the rank of an ambassador.

Mr. Cochran, however, finding there was no good foundry or mechanics, was obliged to undertake the work with his own hands; and though not brought up to the business of making machinery of any kind, by dint of much labor and perseverance, made himself all the necessary implements, the augers and the wooden apparatus for boring with horse power, and the preparations required for procuring the proper castings. By good fortune he succeeded entirely to his wishes, and cast and bored three cannon, two of one pound each, and the third a *twelve pounder*, which last was finished in a style as perfect as he could have desired. On the 14th September following, he proved this last piece to his entire satisfaction, in the presence of all the chief officers of the Turkish government, who were delighted with its execution, and made a highly flattering report to the Sulton. He fired it off in the presence of those officers to their utter astonishment 100 times in fifteen minutes. The Sultan, when he heard of it, would scarcely believe it, and directed Mr. C. to perform the same experiments in his presence. The most extensive preparations

were according made for this important trial, which was to take place at Tarache, on the European side of the Bosphorus.

No less than 3000 troops were assembled at this spot. The Sultan at the hour appointed, came over from his summer residence on the Asiatic shore, rowed in one of his splendid *caiques*, and preceded by a long line of other boats of the same description. The one which announced the approach of the Sultan was manned by 40 oarsmen and came with even more lightning speed than that in which his august highness himself was seated. As the latter was seen nearing the wharf, Mr. Cochran, at the suggestion of Halil Pacha, the Sultan's son-in-law, and commander-in-chief of the land forces, fired off a salute of 21 guns (the customary number) with the experimental cannon, which consumed less than two minutes and struck the assembled multitude with the utmost amazement.

As the Sultan at this moment stepped on the wharf, Halil, accompanied by the Grand Vizier, and other dignitaries, ran to His Majesty, and the former, making the usual salaam of kissing the Sultan's foot, announced to him with feeling of exultation that could scarcely be repressed, the wonderful success of the machine cannon, as they appropriately named it. The Sultan arrived at his tent, then sent for the *master of the cannon*, the title which was given to Mr. Cochran, and after a short conference with him, in which Mr. C. conversed chiefly in the Turkish language, which he had partially acquired, the Sultan renewing his expressions of kindness, requested him to perform the experiment in his presence. His Majesty placed himself within a few feet of the piece, and Mr. Cochran commencing rather sooner than was anticipated, the Sultan, then with his back towards the cannon, was somewhat startled at hearing the explosions suddenly succeeding each other with such inconceivable rapidity. The cannon was fired 100 times as before in 15 minutes, during which the barrel acquired 650° of heat while the revolving cylinder which contained the charges was comparatively cool, being only 250° of the temperature. The Sultan's exclamation expressive of his delight was "God save the Americans—if such boys as you (Mr. C. being then but 21) can invent such things, what can your men do!"

He then asked him for the bill of expenses, and being told by Mr. C. it was left at his own pleasure, he went the next day at the request of the Sultan to visit him at his palace. The bag of gold he there received was truly an imperial present, and enough to make his fortune. The amount would scarcely be believed should we name it, and we do not feel ourselves authorized to specify the sum more distinctly than may be inferred from what we have said.

Mr. Cochran soon after returned to America, with an understanding that he should have a contract for supplying a large number of cannon of the pattern exhibited, whenever it could be agreeable to him to execute it.

These adventures of Mr. Cochran, yet a youth, seeking in a foreign land that patronage and encouragement which were the proper measure and appreciation justly due to his pre-eminent talents, and which it is lamentable to be obliged to confess, his own countrymen would not have bestowed upon him, recall the similar examples of West, Fulton, Perkins, and others, and are calculated to reflect discredit upon our national reputation, inasmuch as Americans ought to be the first to reward these incentive powers which are so emphatically characteristic of, as well as honorable to the genius of our people.

DESCRIPTION OF THE INVENTION.—The invention of Mr. Cochran is adapted to every species of fire arms. The articles at present being exhibited by him at the Fair, are a model cannon similar to that experimented upon before the Turkish Emperor, and a rifle complete, which we shall now proceed to describe. He has fired this rifle 1200 times, 500 of which discharges were in rapid succession, and without producing any expansion whatever in the chambers of the cylinder, or giving it a greater temperature than 100 degrees of Fahrenheit. As many as 2000 discharges are required before the rifle will have been properly tested after the rule of the war department. Mr. C. is ready at any time to fulfil this compliment and go beyond it. This afternoon he will fire it at Niblo's Garden 500 times in succession. The cylinder is a solid piece of iron, revolving in the plane of the barrel, and occupying a position directly at the base of the barrel which it is in close contact with.—The dimensions of the cylinder are in diameter about 4 inches, and in thickness seven-eighths of an inch. There are in this one, nine open chambers for the charges, which chambers are perforated upon the periphery and converge, like the radii upon the centre. The cones on which the percussion caps are placed, form another series of radii concentric and within the circuit of the chambers—a solid metallic partition dividing all the caps from each other. Each cone for the cap communicates with its appropriate chamber, and opens in the centre of the chamber, so that the whole charge of powder is ignited at once, by which the explosion of all the powder is made in one half the time of ordinary rifles, and therefore so much the more force given to it, and consequently a much less charge is required—the weight of the charge being only *one grain and a half*.

As each chamber in its revolution comes in exact line with the tube of the barrel, the cock strikes the percussion cap, and the explosion takes place instantaneously. The chambers, as they successively come into a line with the barrel in the revolutions of the cylinder, are momentarily retained firm in this position by the *regulating dog* connected with the cylinder where it joins the breach, and the pin of which dog catches in the small perforations made at equal distances for its reception. Nor can the cock strike the percussion cap until it is in exact position, for if the chamber is not in its proper place, the socket into which the hammer of the cock falls has presented to it only the metallic partitions between the cones, and therefore on striking these no explosion can take place. Nor can any accident happen from explosions of the other chambers contiguous to the one in connection with the barrel. Such an accident never did happen with this rifle, and if it should, the direction of the chambers is such that their charges would do no mischief. Nor can the flash of the powder in the chamber in a line with the tube of the rifle be communicated to the other chambers, as the joint of the cylinder where it comes in contact with the barrel is so close that it is air tight, and will not permit of such extension of the ignited powder. The charge of one grain and a half of powder requires a size of ball of 50 to the pound, and the force is sufficient to perforate eight boards each of one inch thickness at the distance of 60 feet. The arrangement of the ball is another beautiful and ingenious invention. Their diameter is exactly fitted to the chamber, but larger than the diameter of the tube of the barrel by an incremen equivalent to the depth of the spiral creases on the inside of the tube. So that no patch is required as in other rifles, for it is forced into the tube of the barrel and exactly fitted to it by becoming compressed into a cylindrical shape, and its sides grooved by the creases of the barrel, whereby it is kept firmly in its course, and move steadily and with such precision, and so closely wedged that there is no *windage* can get before the ball, and give an irregularity to its motion—a serious inconvenience to which all other rifles are liable The aim of Mr. Cochran's rifle therefore is always deadly and sure.

By this arrangement there is another additional power acquired, for you have the entire force of the charge behind the ball until it leaves the muzzle, and in the same proportion is the velocity augmented, and, therefore, a less charge required on this account, as well as on account of the manner in which the percussion caps communicate with the chambers, as already stated. The creases of the barrel, as we before said, keep the ball exactly in its place throughout its whole course to the muzzle, whereas the patch, always used in ordinary rifles, is constandly liable to tear, which causes the irregularity in the ball's motion, and defeats the very object for which rifles were intended. The manner in which the percussion cones communicate with the middle of the chambers, causes the powder to explode in one half the time it would if the ignition took place at the end, of, and posterior to the chamber.

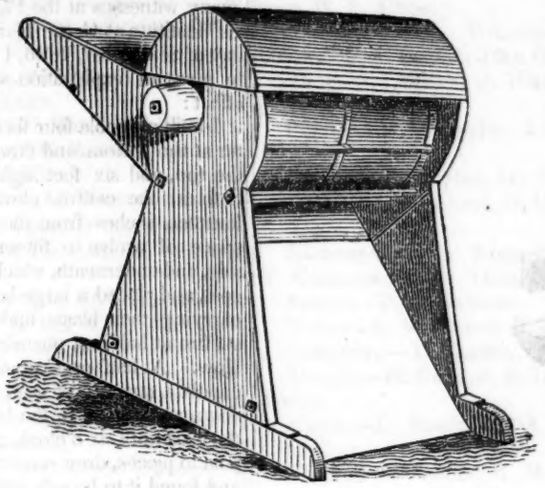
As an evidence of the accuracy and effectiveness of this rifle, Mr. Cochran related a bear hunt, in which he took part, a few days since, on the Moose Mountains, in his native state of New-Hampshire. He fired at the animal with the rifle now at the Exhibition, and lodged nine balls in his brain, while he was under full way, at the distance of some four or five rods from him. The bear was brought to the ground, and the nine balls recognized and identified from the others lodged near them, by the grooves made in them by the creeses of the tubes, and by their cylindrical shape. His brother sportsmen who had, until then, deemed themselves in possession of good sporting pieces, expressed themselves in raptures at the superiority of their young countryman's magic rifle.

Another remarkable property in this rifle is, that it has not the least recoil whatever, so that there is not the slightest jar or irregularity in the direction.

The rifle will be fired at Niblo's 500 times in succession this afternoon. The patent right for the rifle and pistol, for the United States, has been sold by Mr. Cochran to the trustees of a company in this city, for $300,000. Richard & Richardson, No. 41, Scutl Street, are the agents for the company, and have a large manufactory at Springfield, Massachusetts, and are selling the rifles faster than they can make them.

Col. Bomford, at the head of the ordnanc department, U. S. army, who was present a the Fair, was so much pleased with M. Cochran's rifle, that he ordered him to mak one, and bring it to Washington for experiment.

WARREN'S PATENT THRASHING MACHINE.



This machine is formed for convenience, as it receives the unthrashed grain on either side, by a change of the hopper.

It cannot be injured by any stones or sticks passing through it, as it has no spikes to be broken or bent. The operating parts are of substantial wrought iron.

It thrashes all sorts of grain clean from the straw, and leaves the straw in a whole state, fit for binding. It requires but few hands to tend it, and but little power is necessary to thrash 200 bushels in a day.

Four horses will thrash 300 bushels in 12 hours, by having relief at half the time. One horse will do good business with the $25 Machine; that is, from 75 to 100 bushels, according to the nature of the grain.

Directions for Using.—Let a band from a drum or wheel of any power be put on the whirl to run easy. Let the tender push the grain in, and it will pass through in one second. It is thrown about fifteen feet. The cylinder must be raised, (by putting a piece of leather under the boxes,) for dry grain, to about half an inch, and let down to one-fourth of an inch for wet grain. The boxes should be oiled or greased often.

Price of Machines.—$20 for hand power, $25 for one horse power, $30 for two horse power, $40 for three or more horses, and $50 for extra sizes. A liberal discount at wholesale. All orders post paid will be punctually attended to. Address the inventor at 79 Barclay-street New-York.

E. WARREN.

N. B. Any man wishing to buy the patent (which was granted May, 1835,) for his county, shall have the same on very reasonable terms.

The Machines are easily made, being of the most simple construction and any Blacksmith and Woodworkman can build them. Draughts of an exceedingly strong and cheap horse power, which will not cost more than $20, and is made in the simplest manner, will always be given if reqired.

LAPHAM'S IMPROVED POWER LOOM, INVENTED BY BENJAMIN LAPHAM, OF WATERFORD, SARATOGA COUNTY, NEW-YORK.—PATENT.

The advantages of this improvement are,

1st. The shuttle is thrown with the same force and velocity, whether the motion of the loom is slow or quick; and the quantity or quality of the work is not affected by any irregularity in the speed of the loom.

2d. The saving of the expense of pickers, picker strings, and picker rod, and avoiding the loss of time consequent on the frequent regulating, breaking, and mending of the picker strings.

3d. By means of the whip roll above the warp beam, and over which the yarn passes, the tightness of the web is regulated, and kept constantly uniform; and, as the whip roll yields a little when the lathe beats up, the warp is mnch less liable to break.

The whip roll is so connected with the ratchet wheel that, when the loom makes cloth, the warp is uniformly delivered from the warp beam; and, if the web becomes too tight, it causes the whip roll to descend, and take a new notch on the ratchet wheel which turns the warp beam; while, if the web is too loose, the warp beam remains stationary till the proper degree of tightness is restored by weaving. By these means the cloth is rendered perfectly even, and of uniform thickness.

4th. The temples are so attached to springs as to be thrown back in case the shuttle or lathe strikes them, thus avoiding the danger of breaking the shuttle or the temples.—These temples also hold the web better, and form better selvedges than those in common use.

For further particulars, inquire of WALES & PLIMPTON, 40 Pine-street, or the *inventor*, Waterford.

MORTICING MACHINE.—The above cut preresents a Morticing Machine, exhibited at the Fair of the AMERICAN INSTITUTE, in October 1835, by Mr. George Page, of New-Hampshire, to which was awarded a *silver medal*. At the recen exhibition, a diploma was awarded.

DESCRIPTION.

C, C, B, A, the *frame*, consisting of two cross pieces or sills, with an upwright post from their centre, and a piece projecting upward in front at an angle.

d, *d*, The slide, with a socket in the lower end, into which the chisel is inserted. This slide is of iron, connected with the lever *h*, and sustained in its place by two boxes, passing through the upwright, which are regulated by thumb-screws on the side of the post.

e, The CHISSEL, a small but very important part of the machine. It is made of cast steel, about six inches in length, and from *one-eighth* to an inch in diameter. The cut is perpendicular on *one* side, and beveling on the other, with *side cutters*, projecting backward about one-fourth of an inch, which serve not only to make the sides of the mortice as smooth as the ends, but also to clear the chips, as the chissel is withdrawn from the mortice.

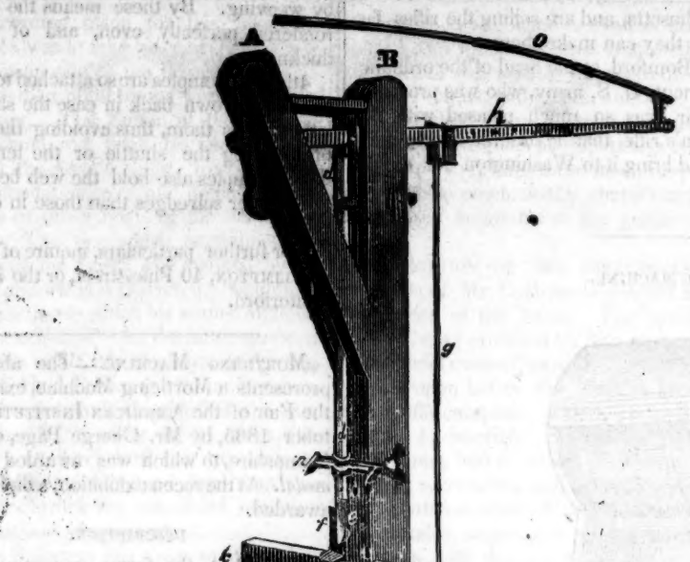
This chissel is either *single*, or *double*, cutting one or two mortices of equal width and depth at the same time. It has also a tool for making *dowells*, and another for cutting holes in Venician blinds, for the cord to pass through. The two latter are of much use, especially that for making dowells, or pins, of any size, from one-fourth to an inch in diameter, and 4 to 6 or 9 inches in length; and the other performs, at one pressure of the foot, an operation which in any other way requires five times the labor.

f, The stop, which is made fast to the upright by a bolt and thumb-screw, to prevent the timber from rising when the chissel is drawn up by the spring.

g, *g*, The connecting rod between the lever *h* and the treadle. This rod is movable to accommodate ahe depth of the mortice.

h, The *lever*, passing through the upright post and front brace, to which it is connected, in front, by two straps of iron. The lever, is about three feet in length, and at its extreme end connected with a springpoll to raise the chisel from the mortice.

i, *i*, The treadle or foot-board, by which the machine is put in motion. This foot-board is also, like the lever, about three feet in length; passing through a long mortice in the lower part of the upwright post, and made fast *at the back end*, to a short upright standard, rising about 14 inches [illegible]



one of the cross sills. It is then connected by an iron rod in the rear of the upwright post, with the lever at the top, which rests upon the slide *d*, *d*, into which the chissel is inserted. The lever *h* acts upon a pivot in *front*, resting, at about nine inches from the pivot, upon the top of the slide *d*, *d*, which is moveable—and is connected by a rod with the treadle *i*, *i*, which acts upon a pivot at its extreme *back* end. By placing one foot upon the foot board, and pressing it down, the back end of the lever *h* also descends, and causes the chissel to perform its office upon the timber, which is laid upon the rest *l*. It will be readily perceived that a powerful leverage is obtained by this arrangement, and that a rapid motion is easily produced with the foot, by which the chissel is driven into the timber, and drawn out again by the aid of the spring pole.

The timber to be mortice is held in ist place on the rest *l*, until it receives a thrust from the chissel, when it is moved forward one eighth of an inch, by hand, or otherwise, as the chissel rises, and falls again by the aid of the foot. When the mortice is headed down at one end, to its proper depth, the chissel is turned the half of a revolution, by the aid of a spring and movable box *n*, and again confined, by a spring, in a proper position, and the timber is caused to retrace ts course, and the mortice is completed, to a uniform depth, and headed down at the other end; and, on turning it over, the chips will either drop out, or may be easily picked out, as the chissel is so constructed, with side cutters, as to cut at *both sides*, as well as at the end; and therefore the mortice is not only perfectly true, or uniform in its sides, but also smooth, or free from splinters, arising from cross grain, as is frequently the case in the ordinary mode of morticing.

k, A back board or fence, which serves to keep the timber parallel.

l, The *rest* or *bench*, on which the timber to be morticed is laid. It may be *raised* or *lowered*, or placed at any desired angle to suit the nature and size of the work.

m, The half-circle, by which the position of the rest is regulated.

n, The box and thumb-spring, by which the position of the chissel is regulated.

o, The spring-pole, (shown in part,) which acts upon the lever *h*, and of course the slide and chissel which are connected with it.

It will be readily perceived that, by pressing the foot-board down to C, the chissel e will be brought down in a perpendicular line near to the top of the rest *l*; and it may be repeated an hundred times a minute, and thereby cut a mortice three inches or more in depth, and six to twelve inches in length, according to the wood, in a minute.—[Ed. M. M.]

B. SHERWOOD'S PATENT PORTABLE REVOLVING SAFE WITHIN A SAFE.

Having tested my FIRE PROOF REVOLVING SAFE WITHIN A SAFE, in the presence of many witnesses at the Fair of the Mechan-ics' Institute at Castle Garden, on the ninth day of September, 1836, I think it necessary to give an explanation of the test and its effect:

I built a cupola four feet six inches diameter at the bottom, and three feet six inches at the top, and six feet high; and placed the Safe in the centre, elevating it twelve to fourteen inches from the bottom, leaving a space of twelve to fifteen inches on every side, and underneath, which I filled with charcoal, and placed a large bellows at each side carrying their blasts underneath the Safe; set fire at half past one o'clock and began to blow. At half past two o'clock put into the cupola a quantity of iron, which soon melted down and lodged in the bottom. I kept up the blast until six o'clock, then pulled the cupola to pieces, drew out and opened the Safe, and found it to be safe indeed, for the books were not injured in the least, and although the heat was sufficient to melt the mortar and bricks of which the wall was composed, and the iron between the wall and the Safe, the iron of which the outside of the Safe is made was not injured.

The reason why the iron of the Safe was not injured, is—the composition put in as a non-conductor prevents the fire from affecting it, insomuch that the coals will be black about the Safe for two or three inches, when there is heat enough to melt iron at a distance of eight inches from it. It is evident that the heat endured by my Safe, was far greater than it would have been exposed to had it been in the hottest part of the great fire of December, 1835. For if it had been there, it would have fallen and laid on and amongst the rubbish, and the part that laid down would have been exposed to but very little heat, and it being round, the heat would have passed off without the least injury. It will be remembered, that where the heat is sufficient to melt iron, it must be of short duration, unless supplied with fuel; for, any thing combustible is soon destroyed where there is heat enough to melt iron. It is true, that the fire of December, 1835, continued some days, but not with sufficient heat to melt iron; where the heat was the most intense, the fire was out first. Those iron chests which were destroyed at the great fire could not have been exposed to heat enough to melt iron; for it will be remembered that there were hundreds of their skeletons to be seen about the ruins, which consisted of thin sheet iron, and nails with large heads, the wood being entirely destroyed; and it is evident, that sheet iron as thin as they are made of, could endure the heat of a furnace but very few minutes.

The following is the copy of a certificate voluntarily got up and handed to me:

"This is to certify, that on the 9th day of September, 1835, at the Fair of the Mechanics' Institute at Castle Garden, Mr. BENJAMIN SHERWOOD, made trial of his Double Safe. A cupola was built outside the Fort, and two bellows applied. The books were deposited in the presence of the Managers and others, and it was then put into the cupola furnace with a quantity of cast iron: at 4 o'clock the heat was so that the cast iron melted down. The blast was continued until 6 o'clock, when the furnace was broken to pieces and the Safe taken out and opened. The books were perfectly uninjured and scarcely warm, though the outside of the Safe had endured a heat sufficient to melt cast iron, for more than two hours.

SAMUEL CARTER, 36 Vesey-street.
OWEN G. WARREN,
W. J. MULLEN, 175 Broadway, up stairs.
HENRY DURELL, 216 William-street.
J. WALTER WEAVER,
RICHARD BRAGAU, 41 Wooster-street.

The Committee awarded the above Safe the Silver Medal of the Institute, which is its highest honor.

The Safe is portable, and mounted on castors; and may be had at No. 65½ Wall-street, where the one referred to above may be seen, together with the iron melted round it, and parts of the wall with which it was enclosed, and other evidences sufficient to satisfy the most sceptical.

BENJAMIN SHERWOOD, Patentee.
New-York, Oct. 1st. 1836

(From the Macon Messenger)

GEORGIA RAILROAD CONVENTION.

MACON, Monday, Nov. 7, 1836.

At 12 o'clock the Convention assembled at the Methodist church. On motion, H. G. Lumar was appointed chairman, and Asbury Hull, of Clark, appointed Secretary.

The Rev. Mr. Wilson addressed the throne of Grace.

The Delegates present produced their credentials; and the secretaries recorded their names: From the county of

Baldwin—J. A. Cuthbert, W. Rutherford, M. J. Kenan.

Bibb—I. G. Seymour, W. Poe, John Lamar.

Campbell—E. B. Thompson, W. Bomar, Wm. Cantrel.

Cass—W. Hardin, T. Hamilton.

Chatham—J. M. Wayne, S. B. Parkman, J. M. Berrien, Wm. Searborough.

Cherokee—S. Thompson, M. J. Camden.

Clark—A. S. Clayton, E. Payne, J. A. Cobb, A. Hull.

Cobb—J. R. Brooks, J. B. Green.

Crawford—H. Crowell, J. A. Miller, R. H. Slappey.

DeKalb—R. Cone, W. Ezzard, A McLarty, E. Bird.

Fayette—J. D. Stell, J. Lambirth, T. C. Coleman.

Floyd—J. H. Lumpkin.

Glynn—T. Butler King, George Dupree.

Greene—F. H. Cone.

Gwinnett—John S. Wilson, A. R. Smith, E. Winn, J. Mills.

Habersham—R. W. Habersham, jr., John Brannon.

Hancock—J. B. Gonder, J. B. Lewis, R. P. Sarsnett.

Henry—T. D. Johnson, B. Petit, J. Johnson, J. S. Calloway.

Houston—D. C. Campbell, J. A. Everett, E. E. Crocker, Geo. Patten.

Lumpkin—A. J. Hansell, E. W. Randell, M. H. Gathright.

McIntosh—T. Spalding.

Monroe—A. Speer, O. Rodgers, J. Thweatt, A. Redding, W. H. Prichard.

Morgan—R. H. Randolph, C. Campbell.

Muscogee—J. W. Campbell, B. Hepburn, W. S. Chipley.

Newton—J. N. Williamson, J. W. Graves, A. J. Luckie, John G. Floyd.

Pike—J. Adams. J. Whatley, J. Eppinger.

Pulaski—S. B. Taylor, A. Rosseter, J. Rawls.

Putnam—P. S. Holt, H. T. Shaw.

Raban—Samuel Beck, H. H. Armstrong, B. Dover, Sitton.

Richmond—J. P. King, D. St. Johns, T. Glascock, W. W. Holt.

Sumter—T. C. Sullivan,

Talbot—A. W. Sneed, B. Hill.

Taliaferro—T. Chaffin, T. Foster.

Twiggs—H. Bunn, J. E. Dupree, G. M. Welch.

Upson—J. Beall, W. A. Cobb, S. S. Crute.

Walker—W. Jones, R. M. Aycock.

Washington—M. Brown, Q. Screene, Wm. Fiske, J. W. A. Dawson.

Wayne, T. B. King.

Monroe R. R. Co—L. L. Griffin, A. H. Chappell, S. T. Bailey, H. G. Lamar, J. A. Nisbet, T. G. Holt.

Georgia R. R. Co.—O. H. Prince.

Some debate took place on the question of admitting Delegates from the several incorporated Railroad Companies in this State to seats in the Convention:—the question was finally settled by withdrawing the objections.

Ossian Gregory, and C. A. Higgings, Esqrs. were appointed Secretaries to the Convention.

On motion of T. Butler King, the Convention proceeded to the election of President by nomination, James M. Wayne, of Chatham, was thereupon nominated by Mr. Hull of Clark, for President of the Convention; which nomination was unanimously confirmed.

On being conducted to the chair, the President elect addressed the Convention in an appropriate speech, in which the origin and object of the Convention were briefly unfolded.

Mr. Clayton, from a committee appointed at the Knoxville, Ten., Convention in July last, made a report accompanied by the following resolution, which was agreed to:

Resolved, That a committee of 40, consisting of one member from each county, and one from each of the Railroad companies represented in this body be appointed, to which shall be referred the documents already presented to this meeting, and such resolutions as may hereafter be adopted by the Convention.

The following gentlemen were appointed by the Chair: viz. Messrs.

Clayton, of Clark,
Poe, of Bibb,
Cuthbert, of Baldwin,
Hardin, of Cass,
Parkman, of Chatham,
Thompson, of Cherokee,
Crowell, of Crawford,
Thompson, of Campbell,
Brooks, of Cobb,
Cane, of DeKalb,
Stell, of Fayette,
Lumpkin, of Floyd,
Wilson, of Gwinnett,
King, of Glynn,
Cone, of Greene,
Brannon, of Habersham,
Gonder, of Hancuck,
Campbell, of Houston,
T. D. Johnson, of Henry,
Hansell, of Lumpkin,
Spalding of McIntosh,
Speer. of Monroe,
Randolph, of Morgan,
Campbell, of Muscogee,
Williamson, of Newton,
Holt, of Putnam,
Eppinger, of Pike,
Taylor, of Pulaski,
King, of Richmond,
Beck, of Rabun,
Sullivan, of Sumter,
Dupree, of Twiggs,
Sneed, of Talbot,
Foster, of Taliaferro,
Cobb, of Upson,
Brown, of Washington,
King, of Wayne,
Aycock, of Walker,
Chappell, of the Monroe R. R. Co.
Prince, of the Georgia, R. R. Co.

The Convention then adjourned tomorrow morning 10 o'clock.

TUESDAY, Nov. 8, 1836.

The Convention met pursuant to adjournment. After prayer by Mr. Speer, the journal of yesterday was read.

The following gentlemen appeared and took their seats as members of the Convention.

Milton H. Farther, of Lumpkin, Jno. W. H. Dawson, of Washington, W. G. Chipley, of Muscogee, W. W. Pritchard, of Monroe, F. H. Cone, of Greene, W. W. Holt and Thomas Glascock, of Richmond, W. Rossater and Jno. Rawles, of Pulaski.

F. H. Cone, Esq., of Greene was added to the committee of 39.

Considerable debate took place on the question of referring the Charters of the several Railroad Companies to the Convention, to inquire what amendments, if any were necessary, to induce the State to embark in a general system of Internal Improvements—in which Messrs. Clayton, Griffin, Spalding, Bailey, Poe, H. G. Lamar, Cone, Prince, &c. &., took part. The motion was finally laid on the table.

The following resolution offered by Mr. Chappell was adopted:

Resolved, That the Committee of 40 be instructed to inquire and report, what means by legislation or otherwise, are best calcu-

ated to bring about a harmonious and efficient co-operation of the various sections and interests of the State in constructing a system of Railroads, connecting the commercial cities of Georgia with the Tennessee river.

On motion of Mr. Cone.

Resolved That the Committee of 40 be instructed to inquire and report what system of Internal Improvement by Railroad and Canals and the navigable waters of the State will best subserve the great interests of the State.

On motion of Mr. Brown of Washington,

Resolved, That a committee of 7 be appointed by the Chair, to report rules for the government of this Convention in its deliberations. Whereupon the Chair appointed Messrs. Brown, Berrien, Glascock, King, Payne, H. G. Lamar and Bailey, that committee.

Adjourned till to-morrow ten o'clock.

WEDNESDAY, Nov. 9.

The Convention met pursuant to adjournment.

Prayer by Mr. J. S. Calloway.

Mr. Clayton from the committee of 40 made a report to the Convention as given below.

Messrs. Clayton, Spalding, Berrien, Glascock, and others addressed the Convention, on the subject of Internal Improvement. Mr. Sneed of Talbot moved that the report be amended by striking out that part of the resolution which recommends the main trunk to be constructed at the expense of the State—which motion was lost.

The committee of the Macon Railroad Convention to whom has been assigned the duty of inquiring and reporting what means are best calculated to bring about a harmonious and efficient co-operation of the various sections and interests of the State, in constructing a system of Railroads connecting the commercial cities of Georgia with the Tennessee river, have, in their consideration of the subject, been deeply conscious of its exceeding magnitude and of its vital connexion with the permanent grandeur and prosperity of the State. When a commercial intercourse shall once be opened by means of a judiciously devised system of Railroads between the several leading places of trade in Georgia and the navigable waters of the Tennessee river, it requires not the gift of prophecy to enable us to forsee that a powerful impulse and vast expansion will be immediately imparted to all our resources of greatness and social improvement. The whole valley of the Mississippi and of the Ohio, comprising regions equal in extent to two thirds of our entire country, and of unsurpassed fertility in productions different from those most congenial to our own soil and climates would be thrown open to an easy, cheap and rapid trade with us. Our commerce in the direction of the West would receive no barrier short of the Rocky Mountains—in that of the North it would find an easy access to the margins of the Great Lakes—to the east of the Mississippi and above the mouth of the Ohio, the Alleghany Mountains would be its only boundary—whilst below the mouth of the Ohio, the navigation of the Mississippi and its tributaries would invite and favor its transit through extensive regions of kindred character and productions with our own.

For all this vast, various and fertile expanse of country, nature has provided no avenue of commerce with the rest of the world save that of the Mississippi river. An axenue, it is true, fully comporting, in point of physical grandeur, with the magnificent evtent of territory which it was destined to accommodate, and adequate to the wants of that territory whilst it was yet but slightly reclaimed from a state of wilderness; but wholly insufficient for the necessities of the present day. When the forests have given place to cultivated fields and to the thick abodes of high civilization and enterprising industry—so soon as society and population in the valley of the Ohio and upper Mississippi approximated to this stage in their onward progress, the disadvantages of a pent position barred by mountains from commercial access to the Atlantic States and seaports. began to press with grievous weight on the Western people.

The Atlantic States and cities were, in their turn, quick to perceive and appreciate the rich benefits to themselves, that would necessarily accrue fromopening channels of commerce through which they might supply the augmenting wants, and receive in return the overflowing productions of the West. It was this view of the subject, coupled with a patriotic solicitude to consolidate the bond of our political union by the ties of commercial interest, that prompted Washington, in the infancy of our Republic, to recover, and seduously to cherish and urge the idea of conneting, by canals, the Ohio river with the great Atlantic streams of Virginia. Such an idea, deliberately entertained and earnestly patronised by the Father of his country, could not fail to sink deep in the public mind. It terminated at length, and at this time it is seen in all the great Atlantic States, from New-York to Georgia, producing its benign fruits in works of commercial connection with the West, either already completed and in operation, or in a process of successful execution, or engaging an anxious public attention preparatory to the commencement of active labors.

The great State of New-York stands first in point of time, and foremost in grandeur and success of her exertions to this end. She was stimulated to the work, not less by the peculiar advantages of her geographical position and features, than by the necessities of her interior population, and her prescience of the mighty benefits her commerce would derive from making the valley of the Ohio assemble to her great emporium. The subsidence of the Alleghany range of mountains, into that vast extent of plain country which spreads out from the head of navigation on the Hudson river to the borders of Lake Erie, invited and faciliated the construction of her Grand Canal. From the western termination of the canal her commerce was carried, by the navigation of the Lake, to the shores of the State of Ohio. The people of Ohio, taking up the work in their own boarders, soon executed a chain of canals, connecting the Ohio river with Lake Erie. So that by the joint result of the Internal Improvement's of New-York and Ohio, one great outlet, embarrassed however by much circuity, and numerous transshipments, has been opened from the great West to the Atlantic coast.

Pennsylvania has vied actually with New-York in works of internal improvement, for attracting the commodities and commerce of the West to her borders: and her communications are now complete through a succession of canals and railroads. Virginia, Maryland and South Carolina, as well as Pennsylvania, have all distinctly entered the lists as competitors for the same Western trade, upon which New-York has grown so great: but all these States lack the felicity of position enjoyed by New-York. *The mountains tower up across their path to the West.* It is not until we reach Georgia, that we meet with any thing analagous or comparable to the geographical facilities possessed by New-York, for constructing artificial channels of commerce with the West. The dispension and subsidence of the mountains in the North-West angle of Georgia, opens a way through our territory for a connection of the Atlantic with the Mississippi waters, strikingly analagous but greatly superior for all purposes of extensive trade with the West to that which New-York owes to the non-appearance of the same mountain chain across the route of her great canal. A canal of more than three hundred miles in length connects the steam boat and sloop navigation of the Hudson, *not with the steamboat navigation of the Ohio and all the Western rivers*, but only with that of Lake Erie, and from the Lanhee through several other channels, and after divers transshipments at length with the Ohio, whilst a single track of railroad of from one hundred and ten to one hundred and thirty miles in length, branching off into three prongs, ranging from one hundred to one hundred and fifty or sixty miles in length would connect our three main navigable streams with a point on the Tennessee from which we have an assurance of continuous steamboat navigation throughout the whole length of the Ohio and Mississippi, and all their tributaries.

In point of geographical position and circumstances, then the advantages of Georgia over New-York for forming artificial channel for commerce to the West seemed to be neither small or questionable whilst her advantages in the same regard over Pennsylvania, Virginia, Maryland and South Carolina, are great and decisive to the full extent of the difference of distance in her favor, and to the extent also of the difference between the facilities and plains, and the obstacles of mountains to the construction of Railroads. Assuredly not one of the Atlantic States to the east of Georgia would have dreamed of the gigantic enterprize of surmounting and perforating mountains at enormous expense with lines of railroad leading to the west, and nature

vouchsaved to them so direct and easy a pathway as that which she has thrown open to Georgia.

Will the people and government of Georgia, slight so benign and magnificent an overturn of nature in their favor? Will they refuse to lend their own concurrence and co-operation to effect a complete fulfilment of the grand destiny which a partial Providence has put so clearly and easily within their achievment? Are they content that the State shall forever revolve as a secondary orb, although manifestly entitled by her position and capabilities to assert her claims to the highest and most brilliant sphere? Nay more: are they willing that comparative poverty, discomfort and desolation shall have perpetual reign over the extensive domains of Georgia which might be speedily and permanently converted into seats of wealth, high social improvement, and of a dense and flourishing population by the simple process of excluding a system of internal improvements which all approve and desire, to which the resorces are infinitely more than adequate, and which over and above its ever flowing advantages in other regards, would in the very next moment after its completion more than repay to the people the whole cost of construction by the single effect of the augmentation which it would occasion in the value of lands.

The committee have propounded these questions which nothing but the future history of Georgia can positively answer, not in the dispondency of doubt but in the fervor of confidence. Every consideration of patriotism and enlightened self-love, all the views of sound policy and noble ambition by which a great and sagacious people can be expected to be governed, must fail in one single case, of their usual and natural results, if the exeeution of the great work referred to the committee, be not in a very few years placed beyond doubt or contingency.

This confidence on the part of the committee, will not be considered as unwarrantably entertained, when a closer view is taken of the character and extent of the proposed work, the vastness of its utility and its almost equal diffusion of benefits to all the various sections and interests of the State.

Let it be remembered, then that the Big Tennessee river to which it is proposed to carry our contemplated system of railroads is navigable by steamboats throughout its whole length to its junction with the Ohio, with the exception of the obstructions at the Muscle Shoals. Around these shoals a railroad is already built and in use, and the construction of a steamboat canal is also far advanced, which is expected to be soon made passable by steamboats, and which, when finished, will furnish a constant steamboat navigation at all seasons of the year.

Mop's Landing or some neighboring point on the Tennessee river, just above the commencement of the passage of the river, through the Cumberland Mountain, is thought to be the most eligible place for the proposed railroad to strike the Tennessee river. The Tennessee from this point would be our channel of trade with the West and Southwest, seconded and aided however by railroads by which it is contemplated in that quarter of the country, to connect the Tennessee river with Memphis, Nashville and other important towns.

From Kop's Landing, the road coming in this direction would proceed only five miles before entering the territory of Georgia at or near Rossville, a place just within our boundary. It is a matter about which no doubt is entertained by those well acquainted with the localities of the country, that an excellent route for the road requiring not a single inclined plane or stationary engine can be obtained from Kob's Landing to some point on the Chattahoochy in DeKalb county. The distance would probably be about from one hundred and ten to one hundred and thirty miles. At this point or at some neighboring point—the road might be made to diverge into three branches, the most easterly proceeding to meet the railroad from Augusta to Athens; the next to meet the Monroe railroad from Forsyth to Macon—the most westerly pursuing its way down the Chattahoochy to Columbus. The three branches would thus be respectfully united to the three leading Commercial towns in the interior of the State, Augusta, Macon and Columbus, and to the navigation of the several rivers on which they are respectively situated.

These branches like the common trunks beyond the Chattahoochy, would pass over a country so favorable as not to require an inclined plane or stationary power.

It will at once be seen by an inspection of the map of the State that this system of Railroads would diffuse over all parts of the State, almost a precise equality of advantages. The main trunk would be actually common in its use, and equal in its utility to all parts of the State; and the several different sections of the State would certainly receive equal, or nearly equal benefits, from their respective branches.

There is a space of five miles from Rossville, on the boundary between Georgia and Tennessee and Hoss' Landing, on the bank of the Tennessee river, which being within the territory of Tennessee, cannot, of course, be covered by a Railroad constructed by Georgia. To supply this chasm, and make the line complete to the Tennessee river, there can be no difficulty in effecting a suitable arrangement with the Hiwassee Railroad company chartered by the last Legislature of Tennessee for the very purpose of carrying to any point that may be selected on the Tennessee river, any railroad coming from Georgia to the Tennessee line. The stock under this charter was taken last summer: the company is organized and now it is understood awaiting our movements and ready to co-operate with us.

Another striking recommendation of the scheme of railroad connection with the Tennessee river, which the committee have sketched, is the facility with which it may at any future day, be united by a branch with the Louisville, Cincinnati and Charleston Railroad, at Knoxville. A branch of only an hundred and twenty or thirty miles in length would be necessary for this purpose, and the Legislature of Tennessee in enabling the charter of the Cincinnati and Charleston Railroad, reserved to itself the right of authorizing such a branch.

In the event of this connection with the Cincinnati and Charleston Road, we should have two openings to the trade of the West—one through the channel of the Tennessee river, into the Ohio and Mississippi—the other through that of Cincinnati and Charleston road. And should this connection with the Cincinnati and Charleston road never take place, we shall still have access to the trade of all East Tennessee and a part of North Carolina and Western Virginia, by means of the navigation of the Tennessee river and its tributaries, above Ross' Landing.

The road when completed, with the three branches, leading to Augusta, Macon and Columbus will be fed and sustained by the transportation of all Western supplies introduced for the internal consumption of all Georgia, and Florida—the Southern side of South Carolina, and the Eastern side of Alabama, also by the transportation of all Western commodities, searching a Foreign market through the seaports of Georgia. To which must be added the vast amount of transportation, arising out of the internal trade of the State—the productions of our soil, and the foreign merchandize by our own people. The revenue of the road would be still further swelled by the conveying of all foreign goods, obtained from or through Georgia, for the Western markets—to which must be likewise added, the important item of the stream of passengers that would be continually flowing along the lines of the road.

The commercial towns of Georgia would also become, to a very large extent, the medium through which the foreign trade of the West would pass: and thus be enabled to take their stand as competitors with New-Orleans, New-York, Philadelphia and Baltimore, for the general commerce of the West.

With these great and numerous advantages—almost equally diffused through every part of the State—profiting alike our agriculture and our commerce—with the certainty, too, that the amount of travel and transportation would be sufficient to render the work a safe investment of capital, the committee see every ground for believing that when the enterprise shall be thoroughly canvassed and understood, it will unite the suffrages and be supported by the general co-operation of the people of the whole State.

The mode in which the public energies would most advantageously be directed to the accomplishment of the work, has occupied the anxious attention of the committee. And their opinion on the best reflection they have been able to bestow, is that weighty reasons concur in making it expedient that the single trunk of railroad from the Tennessee river to the Chattahoochy, which would be common in its use to all the three branches, and equal in its benefits to all parts of the State, ought to be under-

taken and constructed entirely by the State, at the public expense, and emphatically as a State work. The branch may be advantageously constructed by Joint Stock Companies, particularly interested in the sections of the States through which they respectively pass, aided by the State, subscribing for a portion of the Stock.

The committee in accordance with these views submit the following resolutions:

Resolved, That it be recommended to the Legislature to commence and construct a system of Railroad improvement, by constructing a Railroad from a point on the Tennessee line, at or near Rossville, to some suitable point at or near the Chattahoochee river, running through the Cherokee counties on the most practicable route between said points hereafter to be ascertained by legislative provisions.

2d. To authorize any companies that may have charters, and to create others, where they do not exist, to branch from any point of said main trunk to the towns of Columbus, Forsyth, Athens, and to such other places as the Legislature may designate, the State investing one-fourth of the capital necessary for each branch.

From the Williamsport Free Press, Vov. 17.

NORTHUMBERLAND AND ERIE RAILROAD CONVENTION.

Agreeably to the commendation of the meeting at Erie, delegates were appointed from several counties to convene in this Borough on the 16th inst., to consider and adopt such measures as would tend to the early connection of Philadelphia and Erie by Railroad, viz: from the West Branch of the Susquehanna river to intercept the Railroad from Philadhlphia at Northumberland or Sunbury.

Having ascertained that the Court House would be too inconvenient for the Convention to assemble in, application was made by Wm. P. Farrand, Esq., and other of our citizens for the use of the German Church, which was willingly and cheerfully granted by the Trustees.

At 11 o'clock the Delegates assembled, and were called to order by Mr. Richards of the city; when General J. B. Anthony was called to the Chair, and Col. J. Burnside of Centre, and W. H. Watts, Esq., of Erie, appointed Secretaries. The counties being called over, two hundred and four Delegates from sixteen counties presented their credentials and took their seats.

Hon. E. Lewis, of Lycoming, moved that a committee of one from each delegation be appointed to select officers for the permanent organization of the convention—which, after being amended on motion of Gen. Cameron of Dauphin, that each Delegation should make choice of their representative, was agreed to.

On motion of Mr. Ayres of Dauphin, Editors of papers in the county were admitted to seats in the convention to take minutes of its proceedings.

Mr. Reed of Philadelphia, moved, that when this convention adjourns, it adjourn to meet at 2 o'clock, P. M. Agreed to.

On motion, adjourned.

Two o'clock, P. M.

Convention met agreeably to adjournment.

Mr. Bellas, from the committee to report Officers, made the following report, which was unanimously adopted by the Convention.

President.

NICHOLAS BIDDLE, of Philadelphia.

Vice Presidents.

Wm. F. Packer, of Lycoming,
Simon Cameron, of Dauphin,
Wm. Donaldson, of Columbia,
Hugh Bellas, of Northumberland,
John Dick, of Crawford,
Rufus S. Reed, of Erie,
S. Sartwell, of M'Kean,
H. Haldeman, of Lancaster,
R. Hayes, of Union,
A. B. Reed, of Clearfield.

Secretaries.

Jas. Burnside, of Centre,
A. V. Parsons, of Lycoming,
Thos. Struthers, of Warren.
Wm. Willard, of Tioga.

The Hon. Ellis Lewis, and H. Bellas, Esq., conducted the President to the Chair, when he returned thanks to the convention in the following very neat address:

I pray you gentlemen, to accept my acknowledgments for the mark of your confidence—alike gratifying and unexpected. It is now more than twenty years, when at the close of the last war, being anxious to devote all the resources of Pennsylvania to its improvements, I introduced in the Senate of our State, a bill to examine and survey all the communications between the Eastern and Western section, and particularly this very country—the improvement of which, is the object of this convention.

Since that period other pursuits have made me less familiar with the details of this project, but they have abated nothing of the zeal which I have always felt for its success, and I, therefore, came willingly to this convention, to offer to the cause any poor service in my power. But, I came to listen and to learn—prepared to take only an individual's share in the deliberations of a body, where there are so many gentlemen who were more natural objects of your preference, and more worthy of it than one so little known to its members. You have decided otherwise, and I cheerfully accept the appointment under the conviction which has regulated my life, to decline no duty by which I may be deemed competent to serve the country. I assume it with less reluctance because the composition of this assembly, as well as the object of it, will render easy the task of presiding over its deliberations. The great purpose which calls us together, will ensure a unity of action and an earnest and harmonious co-operation of us all to accomplish it, and as the members themselves are gentlemen, who can differ without losing their natural respect, and who know how to infuse into the collisions of opinions so much urbanity, the body will move by the instinct of its own good feeling, and there can be no difficulty in preserving order where there is no disposition to disturb it.

Mr. Reed, of Philadelphia, moved that a committee of one from the city and each county be appointed, to report proceedings for the action of the convention. Agreed to.

Whereupon the Chair appointed

Messrs. Reed of Philadelphia, Roberts, Sharp, Sallade, Paxton, Caldwell, Donnel, Grafius, Armstrong, Walker, Clark of Potter, Farrelly, Warner, Clark of M'Kean, Saynisch,—who retired to perform that duty.

A letter from Engineer Chas. D. Hass, to the Postmaster at Lewisburg, was presented to the Convention by G. F. Miller, of Union; which, on motion, was read.

Mr. Packer, of Lycoming, moved that in case of a division being called for, in the convention, no city or county should be entitled to more than one vote.

Gen. Frick, of Northumberland, moved to amend, so as to give each county and city represented the same number of votes allowed them in the Legislature—each county represented, however, to be entitled to one vote.

After some discussion,

Mr. Cummings, of Lycoming, moved an indefinite postponement of the question.—Not agreed to.

After considerable debate the amendment was adopted, and the resolution as amended passed.

On motion, the convention adjourned to meet at 7 o'clock, P. M.

Seven o'clock, P. M.

In pursuance of adjournment, the convention met. The minutes of the afternoon session having been read,

Mr. Reed, of Philadelphia, from the committee appointed to draft resolutions expressive of the sense of the convention, reported

That he had been instructed to report the following for the consideration of the convention, which had been adopted unanimously by the committee.

1. Resolved, That this Convention, deeply impressed with a sense of the importance of an immediate connexion by Railway between the waters of Erie and the city of Philadelphia, and relying securely on the liberality and enterprize of their fellow citizens throughout the Commonwealth to aid them in attaining so desirable a result, recommend an immediate application to the Legislature to incorporate a company with adequate capital to construct a Railway from Erie, by the way of Williamsport, to Sunbury, in Northumberland country, thus completing a communication between the waters of the great western lakes and the Susquehanna, and by avenues, now contemplated or in progress, with the metropolis of the State.

2. Resolved, That so strong is our confidence in the success and ultimate value of the Railroad communication between Lake Erie and the Susquehanna, and such our anxiety to facilitate its early completion, that we consider ourselves fully authorized to solicit the aid of the State, either in the form of subscription or otherwise, and that the Legislature be memorialized to that effect.

3. Resolved, That this convention also earnestly recommend to the attention of the Legislature the subject of the intersection of the Main line of Railway from the Lakes to the Suquehanna, by a Railroad from Catawissa, at some point between Williamsport and Sunbury, to be determined by the company incorporated and now engaged in making a Railway from the Susquehanna to the

Little Schuylkill, and also recommend a connexion by Railway from Sunbury to Harrisburg, believing such projects to be calculated to promote the interests of the State as well as of those of its citizens who are immediately affected by them.

4. Resolved. That this convention consider it due to themselves and to the constituents who have deputed them, to promote by concert and recommendation the further extension of the public works of the commonwealth, to bear ready and decided testimony in behalf of the system of Internal Improvement by Railroads and Canals, which after struggling through years of doubt and difficulty, now approaches the maturity which will shed undying honor on the public men with whom it originated as well as those by whom it has been resolutely sustained.

5. Resolved, That as friends of Internal Improvement, we cannot consider that system as in any sense completed while any portion of the first, great enterprize remains to be done, and that this convention therefore earnestly recommend the further extension of the canal and slack water navigation on the west branch of the Susquehanna, and if on full and accurate examination it shall be found practicable, as we confidently believe it will be, the connexion by canal of the head waters of the Susquehanna with those of the Allegheny and Lake Erie; and that this work should be done under the authority of the State whose bounty her citizens in every part have a right to share.

6. Resolved, That the public gratitude especially due to the individuals with whom the proposition of this convention had its origin; they have been the instruments of convening on this auspicious occasion, citizens from the most remote extremities of the commonwealth, who have brought hither the best and purest wishes for her welfare, and a resolute determination by all honorable and patriotic means to promote it; who have counselled together with a single view to the attainment of the great object of their meeting and whose deliberations will, they fervently trust, be crowned with complete and ultimate success.

After the resolutions were read,

Mr. Ayres, of Dauphin, moved that a second reading be dispensed with, and that they be adopted collectively, but at the request of Mr. Merril, of Union, the motion was withdrawn. The first resolution being then read.

Mr. Merril moved to strike out "Williamsport," and insert "the West Branch of the Susquehanna," and addressed the convention for some time in favor of his motion.

Mr. Ayres opposed the motion.

Mr. Reed of Philadelphia followed, also in opposition to the amendment, and sustained the resolution as reported in a very able and felicitous manner.

Mr. Caldwell, of Union, advocated the amendment.

Mr. Armstrong, of Lycoming, addressed the convention in opposition to the amendment, and in favor of the original resolution.

Mr. Merril again addressed the convention in support of his amendment, and was answered by Mr. Parsons of Lycoming, after which the question was taken and the amendment was lost.

The original resolution was then adopted almost unanimously.

The second resolution was read and adopted without discussion.

The third resolution being read,

Mr. Comly of Columbia, moved to amend by striking out "some point between Williamsport and" and inserting "Northumberland or" in lieu thereof.

Col. Paxton of Columbia, opposed the amendment and it was agreed to.

Gen. Cameron of Dauphin, moved to amend by inserting after Sunbury "by the way of Millerstown and Halifax."

Not agreed to.

The resolution was then adopted as reported unanimously.

The fourth, fifth, and sixth resolutions were severally read, and adopted unanimously.

Mr. Ayres moved that the committee who had been appointed to report resolutions be appointed a committee to memorialize the Legislature in accordance with the second resolution.

Mr. Reed of Philadelphia, suggested that it would be better to pass a resolution recommending to each delegation to sign a memorial and get their constituents to sign it and lay it before the Legislature, and that the proceedings of this convention be signed by the officers and members of the convention, and copies to be sent to each member of the Legislature and the Executive of the State.

The motion was so amended and adopted.

Mr. Trego from the city, offered a resolution expressing the thanks of the convention, the distant members particularly, for the kindness shown them by the citizens of the Borough of Williamsport, and to the Trustees of the German Church, and to the County Commissioners for their kindness in allowing the use of the Church and Court House.

On motion of Mr. Watts of Erie.

The thanks of the convention was voted to the officers for the able manner in which they fulfilled their duties.

Mr. Biddle as one of the officers, acknowledged the compliment, and expressed his pleasure at the order, unanimity and good feeling preserved and expressed by the members of the convention.

On motion, Ordered, that the proceedings be published.

Mr. Armstrong, in behalf of the Lycoming Delegation, claimed the right of defraying the incidental expenses of the convention.

Objections were made to this arrangement by the other Delegations; but the Lycoming Delegation would not concede the point.—Mr. Burnside in behalf of the other Delegations, expressed their thanks.

On motion, the Convention adjourned SINE DIE.

From the New-Orleans Standard.

INTERNAL IMPROVEMENTS OF LOUISIANA.

Believing that it would be beneficial to the interest of Louisiana to ascertain what internal improvements in canals and roads have been completed or are in progress, in order to ascertain what may be projected, we have obtained an account of them as prepared by Dr. E. H. BARTON, for another useful purpose: from which we make the following remarks, with additional observations of our own.

1. CANALS.—The Carondelet canal company was incorporated shortly after Louisiana had been ceded to the United States, with a capital of $200,000 and a perpetual charter—to connect lake Ponchartrain with the Mississippi river which has been done: the canal made, being only 2 miles in length; and three-fourths of the anticipated gain being destroyed by absolute neglect.

2. The Barrataria and Lafourche canal connects the Mississippi river—6 miles above New-Orleans—with the Barrataria bay via the bayou Lafourche, being about 22 miles long, at a cost of $100,000.—Steamboats with stern machinery now ply on it; but the operations languish from want of funds of proper management. A delightful hotel and bathing place might exist at the bay, were the canal efficiently completed.

3. The Orleans canal of the Canal and banking company, runs from the centre of the second municipality to lake Pontchartrain, about 6¼ miles long and 60 feet broad. It has cost very nearly $1,000,000 and is still inadequate for the purposes designed.

4. The Plaquemine canal is old and almost useless, as its bed is higher than that of the Mississippi, and consequently dry at low water. It was a local speculation; and heavily taxed the resources of the State to please log-rolling members from that district.

5. The canal Verret is intended to connect the Barrataria canal with the rivers Atchafalaya and Teche: but when or whether it will be finished is a problem in the womb of time.

RAILROADS.—1. The Pontchartrain railroad was the second completed in the United States; and is second to none in construction and management. It is 4½ miles long, and cost about $200,000. It yields an income of 8 per cent. which has however, been sunk in making improvements on the harbor etc.—now valued at $500,000.—The company has been authorized and required to construct another railroad to lake Borgne; and had received banking privileges on a capital of a million and a half: but the bank was refused and nothing additional has yet been done.

2. The Carrolton Railroad, with its branches, is about 11 miles in length; and cost nearly $300,000. A bank was attached to it, in order to extend the road to Bayou Sara, which would bring that town within 90 miles or 5 hours distance instead of 150 miles and 12 hours; but the company suffered taxation by the State rather than vainly contend with the inveterate ignorance and prejudice of the planters thro' whose lands the route would pass. It now yields a considerable revenue to the bank.

3. The New-Orleans and Nashville railroad, according to the surveyed route, would be about 564 miles; and would cost ten millions. Twenty miles of it are under contract; and may soon be completed, as the rails etc. are imported already. Owing to the parsimony and perverseness of the State Legislature, and some prejudices raised against the company here and in Mississippi, the works have not progressed as anticipated; but these obstructions will

shortly be obviated, and in another twelve months, the whole line in Louisiana may be completed.

4. The Atchafalaya railroad is intended to connect Opelousas with the Mississippi: and afterwards to extend to the Sabine—the 1st line being 30 miles, and the whole 150. It will have a branch to Cheneyville, and thence to Alexandria on the Red River.—The cost will be $500,000.

5. The Red River railroad is an adjunct of the latter for the purpose stated, for which a company has been incorporated with a capital of $500,000. The route has been surveyed, and the line is under contract.

6. The Baton Rouge and Clinton railroad is to be 20 miles long, and to cost $250,000. It will connect both towns, and is now under contract.

7. The St. Francisville and Woodville railroad is to be 27 miles long; and to cost $500,000. It extends into the State of Mississippi and may be prolonged to Natchez.

8. The Port Hudson, Jackson and Clinton railroad is to be 28 miles long, and cost $400,000. A bank has been attached to it; and the road is under contract.

9. The Orleans street railroad is 1½ miles long, and cost already $12,000; but owing to the supineness or culpability of the 1st municipality council, it is useless to the public, and a dead loss to the owner. It was intonded as a route to the grave-yard.

Companies have been incorporated to construct other railroads. One from Springfield to Liberty, 30 miles long, to cost $200,000; another at Livingston into Mississippi 16 miles, to cost $150,000; a third from Lake Providence to Alexandria, 100 miles long, to cost $800,000; a fourth in the parish of Iberville about 8 miles long, to cost $50,000.

A company has been established, but not yet incorporated, to construct a railroad from the lower part of the city of the English Turn; and one was incorporated last year, but not yet established, to construct a railroad on the opposite side of the river in a parallel direction. But the former only will be successful.

Companies have been chartered for other objects of what may also be termed internal improvements, such as constructing water-works for New-Orleans, furnishing gas lights, etc. The water-works belonging to the city have a mile of pipes, and cost $110,000; and are intended exclusively to supply a stream of water in the street gutters: the water-works belonging to the bank have already cost about $480,000; and by next summer nearly 20 miles, of mainpipes will have been laid—they are to supply public streets and private houses. The gas works has not progressed as expected, owing to the obstinance of the old council, and its immediate successor, as they are likely to yield a handsome revenue to the bank, when in full operation.

It may not be amiss to state also the Draining company; chartered to dig the swamp rearward of New-Orleans. Two steam engines have already been constructed, and long since have been in operation, but that an experiment was tried on a worse than useless wheel, and that its substitute will be very little better. It is necessary to raise the water at least 7 feet; but a level wheel elevating only 3 or 4 was tried and of course failed; and a water screen is now attempted which will equally fail, as it can elevate only 6 feet. The only safety for success and economy consists in using forcing pumps: machinery on any other basis will be a loss and a failure. The expenses of the company have already amounted to nearly $70,000; and the probable cost of contemplated operations, is $640,000.

Nor may it be unnecessary to remark that several improvements in remaining obstructions from navigable rivers and closing up bayous, have been effected at the expense of the State, for the sake and influence of members from certain districts.—The raft has been removed from nearly 200 miles of the Atchafalaya river: for which Congress should indemnify the State, as the route is chiefly if not wholly through public lands unsold and unsurveyed.

From this statement it will be perceived that when all the canals and railroads in progress or projected in the State of Louisiana are completed, the length of the canals will be 60 miles, and the cost $1,450,000; and the length of the railroads will be very nearly 900 miles, at an expense of $15,438,000.

N. B. There are private railroads and canal of considerable length, on the estates of many planters.

From the Mauch Chunk Courier.

LEHIGH NAVIGATION.

It is with much pleasure we announce to the public the completion of one of the Lehigh Coal and Navigation Company's high dams and high lift Locks which, on practical trial, meets the most sanguine hopes of its friends.

The Lock is 20 feet wide, 100 feet long, and 23 feet lift. It fills in 2 minutes and empties in the same time, or rather less time. When the Lock is ready for reception, a boat can pass up or down in 3 minutes, which is as short a time as is employed in passing an ordinary Lock of 5 feet lift.

From the manner of filling the Lock, the boat ascends more safely and with much less jarring about than in the common Lock.

The introduction of this species of Lock forms an important epoch in Navigation for Pennsylvania, which abounds in large rivers where the supply of water is ample, as it reduces the interruption in Navigation arising from lockage, to about one-third of the time employed on the old system. On the Lehigh River it is especially adapted, as from Mauch Chunk to Wright's Creek, there is required but 29 locks, whereas on the old plan it would have required 75, of 8 feet lift. Allowing the average of 5 minutes to pass a lock, it will now take but 145 minutes from Mauch Chunk to Wright's Creek, but on the old plan 375, making a difference in favor of the present plan, of about 4 hours every passage up or down, or two-thirds of a day to each trip a boat would make during the season. Allowing each boat and crew to be worth $4,00 a day, the boat would save each trip $2,66, and allowing her to make but 16 trips a season, each boat would save in passing these locks, $42,50 a year.

The Lehigh Company now have 200 boats employed in the Coal trake alone, and their business increasing in the ratio of 50 per cent. a year, but supposing the Wyoming Valley should only send in the aggregate as much Coal as is now sold by the Lehigh Company, those 200 boats would save to the Valley, by the new plan of high lifts, more than eight thousand dollars per annum.

Much credit is due to E. A. Douglas, Esq., Engineer of the Company, by whose skill and sound judgment these Locks were laid out, and under whose direction the one now in use has been completed. Mr. Douglas, as well as the Company, may now safely challenge any skeptic in the plan of high dams and high lift locks, to prove that they are less secure in point of strength, or less durable than those of the ordinary height and lift of 8 feet. All who have witnessed the operations of the Lock at White's Haven, acknowledge its superiority in every point of view.

Items.

Jamaica Portion Long-Island Railroad.—We understand that it appears, by an estimate, that since this road went into operation in May last, 70,000 passengers have been conveyed upon it. The receipts for passengers and freight have been upwards of $24,000.—*Star.*

During the construction of this road, it was confidently predicted, that in less than a year, the grass would grow over the track.

The Louisville, Cincinnati and Charleston Railroad Company is formed.—The subscriptions to this Road, as returned to the centra Commission at Knoxville, on Monday, the 7th inst., were for the following amounts:

Stock taken in South Carolina,	$3,023,450
We know of four places in the State where Stock were taken, that did not send their returns in time,	101,300
Amount taken by Col. Wade Hampton, on re-opening the Books at Knoxville,	220,050
Whole amount taken by citizens of South Carolina,	3,344,800
Stock taken in North Carolina,	102,600
" " " Tennessee,	353,600
" " " Kentucky,	186,800
" " " Cincinnati,	12,200
Amount required to secure the Charter,	$4,000,000

The Greenwich Railway Company have commenced lighting their line with gas. Its appearance from the Old Kent road is very brilliant, and, when completed to London bridge, will certainly be one of the

most splendid displays of gas in Europe.—[Herald.]

GEORGIA RAILROAD.—The Augusta Constitutionalist of the 11th inst., says: It will be gratifying to the friends, as also those interested in the extension of this Railroad towards the west, to learn, that it has been ascertained, from a recent instrumental examination of the country between Greensboro' and Madison, that the ground is much more favorable for that purpose than originally anticipated. No inclination exceeding thirty-five feet per mile will be necessary, and the expense of graduation will not be materially greater than the average cost of the Union Railroad. For the above information, we are indebted to the Chief Engineer of the Road, J. Edgar Thompson, Esq.

THE RAILROAD.—On Tuesday afternoon, the new locomotive engine, "*Susquehanna,*" manufactured by Mr. W. G. Whistler, of Lowell, was tried on the Wilmington and Susquehanna Railroad, and her performance was equal to the most sanguine expectations. She started from the depot in Wilmington with her tender, and this being the first essay with an engine on this road, proceeded at a moderate pace to White Clay Creek bridge, a distance of six miles. Here a large burden car was attached filled with passengers, and the solidity of the superstructure having been satisfactorily established, she returned with rapid speed to Wilmington. She was about 14 minutes on the road, some part of which was travelled at the rate of 35 or 40 miles an hour.

The Susquehanna is provided with a "*steam whistle,*" an instrument whose piercing, shrill sound may be heard at a distance of at least a mile, and give awful notice of its approach to any point, where such notice may be useful The rails are laying over White Clay Creek bridge, and when the draw which is now preparing is attached to the bridge, the travel from this place to Elkton by the Railroad, will be open. This will be by the 1st of December.—[Delaware Journal.]

ANOTHER LOCOMOTIVE ENGINE FOR RUSSIA.—On Thursday, the 15th of September, a large and powerful locomotive-engine, built by Mr. Timothy Hackworth, of New-Shildon, for the Emperor of Russia, was shipped on board the *Barbara*, at Middlesbro'. This engine is constructed on an improved principle, and finished in the best manner. She has been tried on the premises, and propelled at the rate of 72 miles per hour. It is said that this machine, and the similar one built at Newcastle, will, on their arrival at St. Petersburgh, have cost the Emperor upwards of 2,000*l.* each. Who, a few years ago, would have dreamed of the exportation of machinery from the river Tees. This engine is for travelling on the railroad from St. Petersburgh to Pawlowsky, where stands one of the country palaces of his Imperial Majesty.—[From a Correspondent.]

DETROIT AND ST JOSEPH RAILROAD.—We are happy to learn that part of the iron for this great work, for the first 27 miles, we believe, has arrived at Buffalo, and been shipped there for this port.

The season has been a very unfavorable one for clearing and grading on the part of the route put under contract; considerable progress has been made, however; and we believe no obstacle now exists to the speedy completion of the road as far as Ann Arbor or Dexter.—[Detroit J. & C.]

MANCHESTER AND LEEDS RAILWAY.—The first general meeting of the proprietors in this undertaking was held on Thursday, at Manchester. It was stated in the report that the annual export of cotton twist and manufactured goods, for the north of Europe—the whole of which must pass by this railway—was proved by one witness, before the House of Commons, to amount to 80 millions of pounds; while another stated that the trade in twist, with Russia alone, was in value upwards of £1,500,000 annually. In estimating the advantages resulting from passengers, it was calculated that the average along the whole line by coach was now 116,399 per year; the average fares being 15s. inside, and 8s. to 10s. outside; and the average time occupied six hours and a half. By waggon there are carried, along various distances, 109,486 tons, equivalent to 44,274 along the whole line; the present charge is 30s. per ton; and the time occupied from two to three days. The goods carried by canal are equivalent to 189,020 tons of merchandise, and 60,452 of minerals; making a total of 249,472 tons along the whole of the line. The average freight is £1 6s. 8d. per ton, and the time occupied is three days. Now, estimating the number of passengers at double, the goods carried by land at their present amount, and the goods carried by land at their present amount, and the goods carried by water at one-third, the expected income would be £228,963 6s. 8d., for passengers and goods; of which it is calculated that passengers, at 2d. per mile, would produce £115,256 5s. 4d.; and goods, at 4d. per ton, per mile, for merchandise, and 2d. for minerals, would realise £113,707 1s. 4d. The estimate of the work was £984,482; to which, adding contingent expenses, at nearly 12 per cent., there would remain £200,000 for the purchase of land.—(Cheers.) The report of the Finance Committee was next read, by which it appeared that the amount of paid up capital was £64,755, and supposing all liabilities to be discharged, there would remain for disposal, in the banker's hands, the sum of £31,975 8s.—[Ledger.]

A party of Englishmen lately undertook on a wager, to make the tour of France by WATER. They took the Languedoc canal from Bordeaux to the Mediterranean and continued their course up the Rhone, till at Mullbans they discovered that the canal was too shallow to admit the yacht. Under this embarrassment they adopted an expedient which even Yankee ingenuity could not have surpassed. The yacht was embarked in one of the canal boats, and the adventurers without ever quitting their quarters on board of her, were comfortably transported to the Rhine, where they will proceed on their voyage.—[Boston Transcript.]

CANAL TOLLS. The tolls collected on the New-York canals for the month of October, amonnt to the sum of $262,684,27:

This is an increase over the tolls of October 1835, $3,252 86. The tolls received from the 1st to the 14th of November, amount to about $120,000. If the weather continues favorable until the first of December, the receipts for toll for October and November will not fall much, if any short of half a million of dollars for the two months.

The whole amount received for tolls from the opening of navigatinn on the 15th of April to the 14th of November (seven months) is about $1,550,000—being an average of a little more than $221,000 for each month.

The gold mines in Virginia continue to attract attention. The Vaucluse mine adjoining the rich Greenwood mine, has been brought into market for $51,000, or $30 per share. More than 700 shares have already been taken. As much as $30,000 have been obtained from the Vaucluse mine by simple washing.

The Governor of Tennessee has subscribed in behalf of the State for one third part of the capital stock of the Lebanon and Nashville Turnpike, and has appointed Col. A. G. Findley, John Hearn, Esq. and Col. Alfred M'Lean, of Wilson county, Directors on the part of the State for the same.

MANUMOTIVE-CARRIAGE.—A mechanic a white-smith by trade, named Nicholson of the town of Enniscorthy, has invented a new carriage, on most simple principles.—It is very ingeniously consrtucted, having three wheels, one in front, and two behind—the latter about three feet in diameter, the former one and a half. It is propelled by an iron handle, which the guide moves to and fro with the right hand, and not tiresome, being quite a gentle motion; on the left there is a small lever, to be touched by the finger when any obstruction appears on the road, which raises the first wheel over such impediments, and prevents the guide from receiving any shock or interruption. Then over the small wheel there is a handle, or tiller-stick, to be touched when the driver wishes to turn the gig, and which is done instantaneously; there is another spring for the foot, which retards the progress of the machine. The maker is quite confident of its ultimate success, and says he can improve on the general principle, the present model being too small to contain more than one person; and we suppose the driver or guide would work it for eight or ten miles without tiring. It has taken the artist some years in its completion, and we wish him every success and encouragement to which his genius and industry justly entitle him.—[Dublin Paper.]

MAGNETIC BALANCE.—Could not small philosophical scales be more nicely suspended by magnetism than by the present method; with the precaution, to use no metal in their construction acted on by magnetism, except the centres, the edges of which must be reversed?—[Tyro-Mechanicus.]

J. Hoyle, of Holmfirth, gardener, devoted to the Church Missionary Society last year the fruit of a gooseberry tree, which sold at the rate of one penny for each berry, for £2 7s. 8d. He made a similar gift this year, and the produce of the same tree has been sold at the same rate for the sum of £4.—[Stockport Advertiser.]

The bore for the Artesian well at the Abbattoir de Grenelle has now reached 1100 feet without finding water. M. Mulot has engaged with the city of Paris to go to 1200 feet, and it is said that if he then should find no water, he is ready to enter into a new contract, to bore to the depth of 2,000 feet.

Lord Henniker stated, at the last East Suffo'k Agricultural Dinner, that he had received a letter from Lincolnshire, informing him that in that neighborhood they had already a steam plough, which would harrow 30 acres and plough eight acres per day.—[Globe.]

We learn from Athens that there has been lately discovered there an ancient tomb, ornamented with very fine sculpture, having at each corner a lion in demi relief of great beauty. On being opened, the bones it contained crumbled into dust, and there are not the least traces left of any inscription, although no doubt is entertained that it originally bore one. The learned believe it to have enclosed the body of some celebrated Athenian Generol.

It was mentioned in 1834 that in a body found on opening the ancient British Tumulus, near Maiden Castle, there was a mass of seeds discovered in the viscera; they have been set by Professor Lindley, who has reared several plants of common raspberry, now bearing fine fruit. This proves that this plant was known at a very early period in England.—[Dorset Chron.]

The following curious experiment has been tried with success on a mountain called Teufelsberg, near the village of Philippsthal, within the Prussian States. It became desirable to get rid of a large rock, and in order to avoid the immense expense of the ordinary means, it was resolved to try the effect of atmospheric electricity. To this end a deep hole was made in the rock and from it was raised a bar of iron 28 feet high. At the first thunder storm which ensued, the lightning was attracted by the iron bar and conducted into the rock, which it shattered to pieces, and was afterwards easily carried away.

Power-looms in Glasgow have increased greatly of late years; some idea may be obtained of the extent of their use when it is known that, in 1835, four houses employed 3,040 ooms. These looms on an average weave 14 yards each, per day. Allowing each loom to work 300 days in a year, these four companies would throw off 10,101,000 yards of cloth, which, at the average price of 4½ d. per yard is £189,393, 15s. per annum. The power and hand-looms belonging to Glasgow in 1831 amounted to 47,127; viz., steam-looms 15,127; hand-looms in the city and suburbs 18,537; in other towns for Glasgow manufactures, 13,463. Since that period power-looms have greatly increased.—[Ledger.]

A little mine has lately been set on foo at Newlyn, near Petnzance, called Wheal Newlyn; and not being able to open their adit on the course of the lode, in consequence of a fish cellar over it, the miners were obliged to drive in another direction to come on the lode, when they found a cavity in the earth, about 18 feet in length, with water about a foot deep, in which was discovered a quantity of fish of the conger-eel species, although there appears to be no inlet or outlet for the water. It is supposed that a mine was worked on the spot about 150 years since; but how the fish got there is quite unaccountable, as it is upwards of 70 feet from high-water mark. Some of the fish were eight or nine inches long, and it is supposed that there are many large ones in the same place.—[Falmouth Packet.]

The *Revue de Paris* states that "M. Vorace Hernet, who some days since returned to Paris, will make but a short stay in the capital, and that he has been largely remunerated by the Emperor of Russia for his preference of that country to France. A Lieut. General is said to have been attached to M. H. Vernet's person during his stay in Russia, and it is added that as he wished to visit Moscow, the Emperor lent him his own rel ys, by which he was enabled to perform the journey between that city and St. Petersburg, in the incredibly short space of 36 hours. The artist has also been honored with numerous proofs of his Imperial Majesty's munificence, and, amongst others, with the gift of a suit of oriental armour enriched with precious stones. The armour in question was originally in the Museum, but M. Vernet having one day regarded it with admiration, the Czar, by whom he was accompanied, immediately ordered it to be conveyed to his protege's residence. Paintings to the value of 300,000 rubles were also ordered to be executed by the favored artist. M. H. Vernet is not the only French painter who has met with hospitality and patronage in Russia; M. Tanneur, a marine painter, having likewise reaped a plentiful harvest of presents in that country, and having obtained an order, to the value of 150,000 roubles, to paint the Russian ports."

We learn from Angers that, on repairing the walls of a gallery which leads from the Conciergerie to the apartments of the Prefect, a discovery has been made which may tend to elucidate the history of the ancient Benedictines of that town. On clearing the wall, some fragments of ancient gothic sculpture were disclosed, and, curiosity leading on to further searches, a magnificent range of arcades, of the moresque style, were apparent. They are composed, as far as it is yet possible to judge, of six arches, resembling mortuary chapels. Each of these recesses is sustained on one side by 12 columns, placed in two parallel lines, and on the other by a plain pilaster, surmounted by an elegant freize. The capitals of the columns are of different designs, and several of them rival the Corinthian in richness, and in delicacy of workmanship. These six arcades are followed by four others upon a larger scale, and also supported by columns. They are extremely rich in symbolical sculpture. That of the middle, which is the largest, is filled with griffins, fishes, reptiles, and human figures, more or less artfully grotesque.—Some erudite persons affirm that the signs of the zodiac are meant to be represented.—The arch adjoining, represents the heavenly abodes. Several groups of archangels, angels, and cherubim, are worthy of being studied. The third division is dedicated to warriors, whose arms and costume seem to be of the tenth century. The last appears to have been devoted to the useful arts, and represents numerous workmen engaged in their respective labors. Measures are being taken to preserve these truly interesting remains of the early ages.

A letter of the 14th inst., from Blois, gives the following account of the Scientific Congress now assembled there:—

"The first meeting was held on the 11th. About 200 members are expected to be assembled; but the whole had not arrived. The President of the Congress is M. de la Place, of Orleans. The Vice-Presidents are M. Bergevin of Blois, and M. Gaillard of Rouen. It is divided into the following sections—*First. Physical and Natural Sciences.* President, Dr. Roberton, member of the Geological Society, and the Society of Natural Sciences of France, and of several Academical Societies. Vice-Presidents—M. Montlivaut, Vice-President of the Academical Society of Tours, and the Abbe Lefron, Botanist. Secretaries—the Count de Vibraye, of the Geological Society of France, M. de Villiers, Conservator of The Cabinet of Natural History at Chartres, and M. Renon, Chemist. *Second Section. Agriculture, Industry, and Commerce.* President, M. Lair, President of the Central Society of Agriculture at Caen; Vice-President, M. de la Giraudiere, President of the Royal Society of Agriculture at Blois; the Prince de Chimay, Founder of the Prytaneum at Menars; Secretaries, M. Riffault, of the Agricultural Society of Blois, and M. de la Tremblaye, of The Royal Society of the Indre et Loire. *Third Section. The Medical Sciences.* President, Dr. Desparanches, of the Royal Society of Medicine; Vice-President, Dr. Archambault, President of the Medical Society of Tours; Secretaries, Dr. Desbrosses, of the Academical Society of Blois, and Dr. Heme, President of the Medical Society of Tours. *Fourth Section. History and Archaiology.* President, M. de Caumont, Correspondent of the Institute, and Secretary to the Antiquarian Society of Normandy; Vice-Presidents, M. de Fontenelle, Secretary to the Academical Society of Poltiers; Secretaries, M. Duplessis, Secretary to the Academical Society of Blois, and M. de Sauley, of the Royal Academy of Metz. *Fifth Section. Literature, the Fine Arts, and Philology.* President, Mr. I. Spencer Smith, of the Royal Society of London; Vice-president, M. Chatelain, a man of letters of Paris; Secretaries, M. De Recy, of the Academical Society of Blois; M. Doublet de Bois-Thibault, of The Academical Society of Chartres. *Sixth Section. Moral, Economical, and Legislative Sciences.* President, M. Jullien, of Paris; Vice-President, Dr. Simon; Secretaries, M. Alphonse Laurent, President of the Tribunal of Commerce at Blois, and M. Charles Dain, Member of the Ecole Societaire.

Friday the neighborhood of Thames-bank, Chelsea, was the scene of considerable bustle and excitement, in consequence of the completion of the buildings belonging to the United Kingdom Beet Root Sugar Association. Early in the morning the premises were decorated with numerous flags, and at twelve o'clock the ceremony of laying the

stone of an immense shaft took place. The premises, covering an extent of 50,000 square feet, were completed in the extraordinary short period of six weeks. The whole of the engineers, carpenters, etc., to the number of 300, were regalled with plenty of old English fare. It is expected that this association will be the means of furnishing employment to many thousand laborers throughout the kingdom.—[Post]

A circumstance has occurred within these few days, which is calculated to give a new stimulus to the exertions making in this country for the improvement of the communications with India. We allude to the arrival of the petitions to the House of Commons from Calcutta and Madras, in favor of the route through Egypt. That from Calcutta has nearly 3500 signatures; and that from Madras as many in proportion to the population, all the signatures being those of the most wealthy and eminent native and English residents. These petitions were prepared and signed as far back as March last, and the calculation of the parties was, that they would reach England before the prorogation of Parliament. Captain Grindlay, who is well known for his intimate acquaintance with Indian affairs, has been appointed agent in this business for both the Presidencies. We should say, if the mere subscription of £65,000, which is the sum asked from the government and the East India Company together, were likely to be an absolute loss, the experiment ought to be made. That it will be attended with any loss at all is, however by no means probable.—[Times.

The Lead Trade.—There are annually transported from the upper Mississippi Lead mines to New-York, about 14,000,000 pounds of lead; and the opening of new mines at Dubuque and Mineral Point, in Wisconsin Territory, will this year probably swell it to 20,000,000 pounds. The freighting is now done on the Mississippi, by the way of New Orleans to New-York. The lead sells at 6 cents per pound in that city. A petition is to be presented to the Territorial legislature of Wisconsin, next month, for authorizing a company to build a railroad from Milwaukee to some eligible point on the Mississippi, and to terminate to Cassville. The length will be about 140 miles. On this railroad, it is calculated the immense freighting from the mining district will be done and taken through our lakes and the Erie canal to New-York, which can be done in one quarter of the time it now takes by the New-Orleans route. We hope no time will be lost in putting so important a work in operation; and we can safely conclude that no other route can compete with it for the lead trade of the upper country.

J. C. Schæfer published a Book in Germany so long since as 1765, describing his intentions for making paper from every kind of stuffs and the bark of trees. He has given various processes for making paper without rags, with specimens; among these are samples made from the cotton flowers of the poplar tree, wasps' nests, wood-shavings, moss, beech, willow, aspen, mulberry-tree, clematis and pine tree; from hemp, and hop stalks, the barks of the vine; the leaves of aloes and the lily of the valley; from barley straw, cabbage stalks, the stems of thistles, burdock, maize and broom, and even from Bavarian turf

Mr. Webster's Lecture.—The Boston Lyceum on Tuesday evening commenced its fall campaign, with an audience of 2500 persons, and an introductory Address by the Hon. Daniel Webster. The performance was a masterly essay on the progress of Popular knowledge, philosophical, profound, and every way worthy of the orator; Mr. Webster adverted to the importance of wealth in carrying on large manufacturing establishments—and the necessity for partnerships of individuals for this purpose, under the restraints and protection of the laws, The tendency of these incorported companies, is not merely to amass property—*but to diffuse it.* And the present unexampled prosperity and happiness of New-England may be attributed in a great measure to the diligent employment of our citizens. He has also exposed in the most triumphant manner the popular fallacy, that capital is an enemy to labor—and showed that while aggregated wealth has for years been steadily employed in the application of science to art, the price of labor has been constantly increasing, and now is higher in this country, than has ever before been known—thus contradicting the favorite dogmas of the writers on political economy. Labor with us is free—and is constantly accumulating for all, owing to the enterprise of our citizens, and the skill with which capital is employed. In Europe, the laborer is *always* a laborer—but not so in New-England. Here, capital and labor are less distinctly divided. There is no class which owns all the capital, and another which performs all the labor. *Industrious and sober young men, who are laborers to day, may reasonably expect to become capitalists to-morrow.*

Distressing Steamboat Accident.—We learn from the Cincinnati Whig of the 18th inst., that a most distressing accident occurred on board of the steamboat Flora, Capt. R. D Chapman, on the 17th, while on her way from Louisville to Cincinnati. The boat had approached to within thirty miles of the latter place, when the pipes which connect the two boilers together, commonly called the "connecting pipes," suddenly broke, or separated, causing the death of one man, and the scalding and mutilation of thirteen others, all cabin passengers but one.

As soon as the noise, which the accident occasioned, was heard by the persons in the cabin, most of them unfortunately ran to the door, which on being opened, enabled the scalding steam to rush in and perform its work of destruction. The following is a list of the sufferers:—

Killed—Benj. Myrick, of Charlestown, Mass.

Very badly scalded—recovery doubtful—Samuel Donnally, of Washington, Penn.; E. McLaughlin, Columbiana county, O.; Hon. G. L. Kinnard, member of Congress, from Indiana; George Fisher, residence not known, but got on board at Louisville.

Badly scalded—but will probably recover—L. Allen, from the Eastward, residence not known; Isaac Shepherd, residence not known; Thomas Turner, Steubenville, Ohio; Moses Brown, colored cabin boy.

Slighly scalded—Mr. Clancy, Pittsburgh, Pa.; C. L. Thomas, residence not known; Rev. Luther Hasey, Pittsburgh; Mr. Thomas Turner's brother, a lad about 10 years of age; Mr. Philips, of Pittsburgh, was slightly hurt in attempting to jump through the window.

The boat was towed to Cincinnati the day after the accident, by another steamboat, and several of the wounded persons taken to the hospital.

The Cincinnati Gazette states that "the accident is imputed to the gross negligence of the engineer."

The Fire Brigade.—An experiment was tried last week with the new covering of the body which has cost the London Fire Engine Establishment 5,000 francs, and which is so constructed as to prevent the thick smoke which generally precedes a conflagration from injuring the wearer, and also enables him to rescue any persons who might be nearly suffocated by the smoke. The invention, which is by a Colonel Paulin commandant of the fire brigade at Paris, is composed of particularly strong pieces of leather, and forms a shirt and it is covered over with composition, It has also sewn to the neck a kind of bag, into which the head of the bearer is to pass, and is to be drawn over the helmet and coat of the firemen. The sleeves are firmly tied round the wrist, so as to exclude the smoke and external air. The ends of the garment, which do not reach below the abdomen, are secured around the body to an air-proof closeness with a strong leathern belt; on the forehead of the cap is fixed an oval piece of strong plate glass, of such dimensions that the eyes can range through it without the slightest obstruction. Beneath the glass and opposite the mouth is a tube, on which the bearer, in case of an alarm, or according to a pre-arranged signal, can sound a call as loud as a boatswain's whistle. On the back of the shirt, about half way down, is an orifice, to which is to be fastened a tube communicating with a fire-engine, and through this, by an apparatus to be added to the engine, air is pumped for the sustenance of the wearer at regular intervals, which will be discharged through another tube provided with a valve for that purpose, and fastened to the frontal extremity of the covering. On the breast of the person is fixed a large reflecting lamp, by which he will be enabled to distinguish any person who may have fallen. On one side of the belt, which goes round the body, is stuck a large axe, and to the back of it is affixed a strong iron ring, to which is fastened a rope, by which, on a signal of approaching exhaustion, or even if he should have remained in the place too long, so as to create suspicion, he may be drawn out with ease. The fireman can take with him the branch of an engine hose, and can discharge water on the fire. The experiment was crowned with success. One of the firemen equipped himself in his shirt, and entered a cellar in which a quantity of straw was placed and set light, and he remained amongst the black volumes of smoke for nearly an hour. He felt no oppression or inconvenience by it, and it is the intention of the establishment to supply all the engines belonging to them with Colonel Paulin's shirt and appendages, which will most likely save both life and property in the course of time.—[Standard.]

On Wednesday, died at his house in Greenwich, John Pond, Esq., Fellow the Royal Society, a corresponding member of the French Institute, and an honorary member of most of the astronomical societies in Europe. During 25 years Mr. Pond filled the office of astronomer Royal, from which a hopeless state of ill-health obliged him last autumn to retire. As a practical astronomer, Mr. Pond had no superior few, if any, equals. His perception of the capabilities of instruments generally, and of the mode of so using them as to render all their strong points available and their weak ones unprejudicial, formed a very striking feature in his professional character. The numerous bulky folio volumes of his observations, so highly appreciated by scientific men in every part of the globe are alone sufficient to show the extent and utility of the work performed at Greenwich during the time that the establishment was under his direction. The accuracy of a portion of these observations is to be attributed to improvements in the mural circle, suggested by Mr. Pond, which converted it into the most perfect instrument used in the Observatory; but the correctness of the chief part must be ascribed to a mode of observing of which he was the sole inventor. This consisted in the union of the two circles, and the observing with one by direct vision, with the other simultaneously by reflection, thus correcting those errors which are incidental to observations made by a single instrument. A result, and perhaps the most important, of the application of the mural circle, has been the formation of a catalogue of the fixed stars more perfect than any before or since produced. Here it may also be stated that the vast superiority of the Greenwich transit observations made by Mr. Pond has been publicly recognised by several contemporary astronomers of the first rank. To his earnest and reiterated solicitations our national Observatory is indebted for many of the new instruments which have, confessedly, rendered it so pre-eminent and complete. His skill in the use of these was very remarkable; his talent for observing quite unique; and it is a question whether any of the most skilful of his countrymen are thoroughly, or at least practically, acquainted with his mode of operation; but Messrs. Arago and Biot, as well as M. Bessell, the great French and German astronomers, have borne witness to the decided merit and originality of his method. In order to study it, M Arago not long since visited Greenwich, and was deeply impressed both by its novelty and efficacy.—[Chron.]

A German journal states that the excavations at Athens are being carried on with great perseverance. Among other discoveries there have been found in different broken fragments of an inscription, a species of account of the expenses of the sculptured ornaments of a temple which appears to have been the Erectheon. It bears the signature of the architect, whose name was Archilochus of Agryle, and has hitherto been buried in oblivion. The names of numerous sculptors are inserted with the prices of their works. Two modellers in wax were employed in making models of the rosettes and acanthus leaves in bronze. A contract was made with a painter named Dionysiodori, to paint caustic 113 feet of the mouldings of the architrave, at the rate of a pentobolon a foot; 116 leaves of gold for gilding the bronze ornaments cost as many drachmas; the person who supplied this gold was a citizen of Melite, named Dous; the letter fastening the figures cost 10 drachmas. In demolishing a battery which masked the entrance to the Propylæa, the original ascending way or steps by which the were approached, was uncovered. The road was made in ridges, so that the horses might go up and down without slipping. The steps for those on foot were in part demolished when the battery was erected, but they may now be restored. While at work in re-establishing the columns of the Parthenon, a fragment of the frieze was found in a fine state of preservation. It represented three of the twelve seated Deities which adorned the middle of the frieze above the eastern entrance. Near this bas-relief was found a remarkably fine seat or throne of white marble, the back of which is ornamented with a winged figure covered with drapery, and which is probably one of the seats in which, according to Herodotus, the priestess of Minerva was accustomed to take her place. These two fine fragments were enclosed between the columns of the peristyle, and those of the pronaos. In other parts of this ancient city, fragments of statues and tombs of different eras have been found. Thus have been brought to light some sarcophagi in marble, on which are sculptured bacchanals and other figures, but which in barbarous times have evidently been broken open and made to receive other bodies than those for which they were originally intended. In one of these sarcophagi, twelve skeletons were found. Thus Athens may still hope to formmusd penlp s eumn of her own antiquities.

J. N. Reynolds, Esq., whose name has been so long and favorable known in connection with the project of exploring the South Sea, has published an address in the subjects, which, from the correspondence and documents by which it is accompanied, is said to cast much light on the advantages to be derived from a prosecution of the proposed expedition. The experience of this gentleman is such as to render him a very fit agent in the matter, and should, if through and exclusive devotion to the object of pursuit be of any avail, recommend him to the government. The following is a short but interesting extract from Mr. R's address:—

"In the course of these researches, many anecdotes came to my knowledge strongly illustrative of the enterprise and success of our mariners. One, I trust I may be permitted to mention in this place, since it shows our own national enterprise, and the liberality of Russia, in an inviable light; and exhibits one of those many acts of courtesy and kindly feeling which have been manifested by that great and powerful people.

The two discovery ships sent out by the late Emperor Alexander, to circumnavigate the globe, were becalmed in a thick fog between the South Shetland Islands and Palmer's Land, though much nearer the latter; and when the mist cleared up, they were astonished at beholding a small vessel of about fifty tons burden, between the two ships, which immediately ran up the American flag. The Russian commander displayed his own colors, and despatched a boat to the stranger vessel; with an invitation to the master to come on board, which was accepted, and in a few moments he stood on the Russian's deck.

"What Islands are those in sight," inquired the commodore. "The South Shetlands," replied the captain—"and if you wish to visit any of them in particular, it will afford me pleasure to be your pilot." "I thank you," said the Russian commander, "but previous to being enveloped in the mist, we had a glimpse of them and were felicitating ourselves on having made a new discovery—when lo! the fog lifts and shows an American vessel alongside, whose master offers to pilot me into port, where several of his own nation are at anchor? We must surrender the palm of enterprise to you Americans, and content ourselves with following in your train." You flatter me," replied the captain; "but here is an immense extent of land still farther south; and when the fog is entirely dissipated you will have a full view of its mountains from the masthead."

"Indeed?" said the Russian, "then I am entirely anticipated in my object, and behold before me a pattern for the oldest nations in Europe; since I here find the American flag, a small fleet and pilot, instead of making new discoveries."

After treating Capt. Palmer in the most friendly manner, the commander of the expedition, Stanjykowitsh, was so much struck with the circumstance, that he named the coast Palmer's Land, and it bears the name at present on the recent charts."

The distinguished French astronomer and mathematician, Mr. J. N. Nicollet, now engaged in a tour of scientific observation through the different states and territories of the Union, has recently visited northern regions of the United States, and succeeded in penetrating further into the interior, with a view of making the discoverey of the true source of the great "Father of Waters," than has ever been before accomplished. Mr. Nicollet left Fort Snelling, mouth of the St. Peters, about three months since, and at great expense and troubie transported his splendid set of astronomical and other instruments, through a country offering obstacles at every step, taking advantage of every opportunity to ascertain latitudes, longitudes, the magnetic variation and dips, the intensity of the force of gravity, geological and mineralogical examination, and indeed every other observation connected with the science, which might be considered useful, not only to nimself and the various scientific and literary societies in Europe and United States, to which he belongs, but to the whole scientific world.

In this short space of time Mr. N. has made more than two thousand astronomical observations, besides noting many other important facts, calculated to enable him to carry out fully and satisfactorily the impertant objects of his expedition to the source of the Mississippi. His maps and charts have been examined by a correspondent of ours, whose knowledge of the greater portion of the country through which Mr. N. passed, is general and accurate, and pronounced to be most perfect. They fully establish the latitude and longitude of many of the most remarkable places in the north western region of the United States. By the important discoveries of Mr. Nicallet, we are put in possession of the valuable information, that the source of the Mississippi is *not* (as heretofore stated) in the La Beasch lake, which Mr. Schoolcraft denominated the "Itasca," but that *Rivers* are the true source, and not the lake in question.

It is laid down and established by Mr. Nicollet that the true source of the "Father of Waters" is to be found in five different rivers, an extension of the waters of which forms the La Beasch lake. Thus has the honor of this discovery, so long contended for by many travellers and wri-

ters, been reserved for Mr. Nicollet, and we sincerely hope he may succeed, (as we have no doubt he will,) in the establishment of his superior claims to the distinction.—[St. Louis Bulletin.

INTERESTING TO BLACKSMITHS.—Permit me to describe a machine which I have just seen, and which for utility and simplicity, is truly admirable. The article I allude to is a substitute for a smith's bellows, and is far more powerful than the kind in common use. It is constructed by way of fanners, and stands immediately behind the forge. The box of this implement is only eighteen inches in diameter, and the fans which fill the box are only five inches broad, and are fastened upon a horizontal shaft of three quarters inch iron. On the end of the shaft is a pully two inches diameter, and right above which is a large pully twenty inches diameter, with a crank in the centre, which the man at the fire drives with one hand, while he guides the iron in the fire with the other. Around the large pully and down to the small one, is a leathern belt, by which this machine is driven, and with such ease that a child may drive it. The blast is so constant and so efficient that the driver prefers it for heavy work to the best bellows, which cost him 6*l*, while he has the blast bellows for about 20*s*; and he adds that for a few more shillings, he could have it driven by wind. Although bellows on the same plan has been used and driven by steam and by water at our large iron works, yet the merit of constructing one to work with the hand, belongs to Mr. William Bowie, blacksmith, Lower Bridge street, Stirling, where the machine may be seen in operation. What adds much to the value of this contrivance is, its being easily purchased, that it requires little room, and is in many respects superior to the kind in common use.—[Correspondent of the Stirling Journal.

A MACHINE ON A NEW PRINCIPLE, FOR RAISING COALS, WATER, &c.—The construction of this power is very simple, and its steady operation is quite assured. Its chief agent is a pair of wheels; or, if necessary, a series, moving with their diameters in the direction of the weight to be used—say the shaft of a mine. Taking the one pair of wheels, moving on the same fixed axis, we find that from the end of a radius or arm in each a chain descends, so as to hang on opposite sides of a square passage. To each chain are suspended, at different bu regular distances, quadrangular frames, to the upper sides of which stong projecting iron rims, moving on the principle of the hinge, are attached. The boxes, or receptacles, for the weight to be raised, have corresponding edges on each side.—When the wheel above is turned, and a single box below is placed in connexion with the lowest frame, it is caught by its rim, and with one revolution of the wheel is sent up as high as the frame on the opposite side to that on which it is borne; here it is again caught and sent up to the apparatus on the opposite side again; and so on by alternate transmissions, it is brought to the top of the shaft. The machine being kept constantly laden below, and its wheel constantly turned above, it follows that at each revolution of the wheel a box is delivered; and thus, in an exceedingly snort space of time, a vast body of matter can be carried up through any depth of shaft. [The raising of water is performed by means of the same machinery, only buckets with valves in the bottom are used instead of boxes.] The machine could be most humanely employed, in great mines, in quickly sending the workmen up or down, to save them from their present tedious and tiresome expedients for that purpose.—[Mining Journal.

The *Societe Royal d'Horticulture* held its annual general meeting on Sunday, in the Orangery of the Louvre. Every lady as she entered was presented with a nosegay of the finest and rarest flowers. At 2 o'clock, Viscount Hericart de Thury took the chair, and opened the setting with a discourse on the cultivation of plants in genaral, on the art of gardening, and the delights it afforded. M. Soulange Bodin followed him with an elaborate report on the labors of the Society since the last public sitting, noticing the numerous improvements which had been made. Viscount Debonnaire, de Gif, the Vice President, read a report from the committee appointed to visit the gardens in the course of the year, awarding edals to M. Jamin, nursery-man, in the rue de Buffon, and M. Paillet, nursery-man, in the rue du Petit Banquier, for their successful cultivation of fruit trees; M. Alexis Lepere, of Montreuil, for his improvements in pruning and training peach trees; and M. Lasselin, a gardener, at Ville d'Avray, for having been 23 years successfully engaged in his occupation. M. Vibert, the cultivator of roses at Longjumeauz, and M. Dever, herborist of Paris, were mentioned with honor; but, as they are both members of the council of the society, could not receive medals. M. Poiteau, reporter of the Committee for examining the plants, flowers, impliments, and other articles exhibited, read its decision, awarding medals to M. Mathieu, of the rue de Buffon, for rearing the finest flowers so as to be in bloom at periods of the year most distant from the natural season; to M. Chauviere, of rue de la Roquette, for the richest collection and the best cultivated flowering shrubs; to M. Delayaye, a gardener, and M. l'Escalopier, for the finest collection of rare plants; to M. Dever, for his fine collection of plants; to Messrs. Jamin and Lepere, for their collection of fruit trees; and to M. Arnheiter, for his improvements in agricultural and horticultural implements. At intervals, the band of the 60th regiment, under the direction of M. Birette, performed pieces of music which were loudly applauded.

TO CONTRACTORS.

ENGINEER DEPARTMENT, BALTIMORE AND SUSQUEHANNA R. R. COMPANY, Baltimore, Nov. 22d, 1836.—Proposals will be received at this office until the 20th December next, for laying the Rails on 56 miles of road from Baltimore to York, and twelve miles of the Wrightsville and York Railroad.

The work to be commenced on the 1st of April next. Notice is thus early given to enable the Contractors to make the necessary arrangements.

For further information apply at this office during the week previous to the 20th December.

ISAAC TRIMBLE, Civil Engineer.

47

AN ELEGANT STEAM ENGINE AND BOILERS, FOR SALE.

THE Steam Engine and Boilers, belonging to the STEAMBOAT HELEN, and now in the Novelty yard, N. Y. Consisting of one Horizontal high preasure Engine, (but may be made to condense with little additional expense) 36 inches diameter, 10 feet stroke, with latest improved Piston Valves, and Metalic packing throughout.

Also, four Tubular Boilers, constructed on the English Locomotive plan, containing a fire surface of over 600 feet in each, or 2500 feet in all—will be sold cheap. All communications addressed (post paid) to the subscriber, will meet with due attention.

HENRY BURDEN.

Troy Iron Works, Nov. 15, 1836. 47—tf

NOTICE TO CONTRACTORS.

LA GRANGE AND MEMPHIS RAILROAD.

PROPOSALS will be received at the office of the La Grange and Memphis Railroad Company, in the town of La Grange until the 24th of December next, for the grubbing, clearing and construction of all the excavations and embankments of said road, being fifty-two miles in length, together with a lateral branch from Moscow to Sommerville, of thirteen miles.

And also, to furnish and deliver along the line, all the requisite timber for the superstructure of the road, and the construction of the bridges—and also to lay down, and construct the same. The timber proposed may be cedar, or white oak and post oak. The dimensions and quantity that will be required per mile, will be as follows:

MUD OR FOUNDATION SILLS.—To be not less than fifteen feet long, three inches by nine inches, if of sawed timber, or if in logs, to have one side hewn smooth and straight, eight inches wide, and four inches thick, clear of sap—10,560 feet lineal per mile.

CROSS TIES.—To be each eight feet long, hewn on one side with a smooth and straight surface, six inches wide, and to square six inches in their entire length, free of sap—1,760 pieces per mile.

STRING PIECES.—To be not less than fifteen feet long each five inches by seven inches, clear of sap—10,560 feet lineal per mile.

General plans and specifications of all the work and special plans of the most important bridges, &c. will be exhibited at the above place, for ten days previous to the letting, and all other information will be given on application to the subscriber, or any of the assistant engineers on the line.

The usual certificates of character and ability will be expected in all cases from persons unknown

CHARLES POTTS, Chief Engineer
La Grange and Memphis Railroad.

La Grange, Tenn. Nov. 10.

P. S. For the information of persons at a distance I would state, that the above road is located on a high and dry ridge, which is considered remarkably healthy, and that the mildnesss of the climate is peculiarly favorable for operations in the open air throughout the winter

The editors of the Railroad Journal, New-York; the United States Gazette, Philadelphia; the Richmond Enquirer, Virginia; Raleigh Star, North-Carolina; Banner, Nashvile; Enquirer and Gazette, Memphis, and the North Alabamian, will please to insert the above three times each, and forward their accounts as above for settlement. 3t49

HARVEY'S PATENT RAILROAD SPIKES.

THE Subscribers are manufacturing and are now prepared to make contracts for the supply of the above article. Samples may be seen and obtained at Messrs. BOORMAN, JOHNSON, AYRES & Co. No. 112 Greenwich Street, New-York, or at the Makers in Poughkeepsie, who refer to the subjoined certificates in relation to the article.

HARVEY KNIGHT.

POUGHKEEPSIE, October 25th, 1836.

The undersigned having attentively examined HARVEY'S PATENT FLANCHED and GROOVED SPIKES is of the opinion, that they are decidedly preferable for Railroads to any other Spikes with which he is acquainted; and shall unhesitatingly recommend their adoption by the different Railroad Companies whose works he has in charge.

BENJ. WRIGHT,
Chief Engineer N. Y. & E. R. R.

NEW-YORK, April 4th, 1836.

Harvey's Flanched and Grooved Spikes are evidently superior for Railroads to those in common use, and I shall recommend their adoption on the roads under my charge if their increased cost over the latter is not greater than some twenty per cent.

JNO. M. FESSENDON, Engineer.

BOSTON, April 26th, 1836. NO. 44—7t. 47

AMES' CELEBRATED SHOVELS, SPADES, &c.

300 dozens	Ames'	superior back-strap	Shovels
150 do	do	do plain	do
150 do	do	do caststeel	Shovels & Spades
150 do	do	do Gold-mining	Shovels
100 do	do	do plated	Spades
50 do	do	do socket	Shovels and Spades.

Together with Pick Axes, Churn Drills, and Crow Bars (steel pointed,) manufactured from Salisbury refined iron—for sale by the manufacturing agents,

WITHERELL, AMES & CO.
No. 2 Liberty street, New-York.
BACKUS, AMES & CO.
No. 8 State street, Albany

N. B—Also furnished to order, Shapes of every description, made from Salsbury refined Iron 4—y66

AN ENGINEER, regularly bred to the Profession in England, as well as to that of a Topographical Surveyor and Draughtsman, is desirous of obtaining employment in the United States. He has lately, for several years, been a salaried officer of one of the Principal Land Companies in the British Provinces, from the agents of which he can produce unexceptionable references.

On the subject of Railways he would feel particularly at home, having had much experience in their survey and formation while in England, and he confidently hopes that he would give satisfaction in all the other branches of the Profession.

Apply to the Office of this paper, 132 Nassau-st, or to Dr. Bartlett, at the office of the Albion, Cedar-street.

TO PLOUGHMEN.

THE Subscriber has upwards of three hundred acres of meadow land, in the sod, near the city of New York, that he wishes to have PLOUGHED, as early in the course of the next year as practicable. He wishes to CONTRACT for the whole, or any part. It must be ploughed four inches deep, the furrow must be turned completely over, so that the whole will lie flat—to plough a great part of this land advantageously and speedily, a double team of light cattle is preferable to one pair of heavy oxen. Provender for men and cattle can be procured on the premises. Apply by letter, directed to Anthony Dey, 63 Cedar-street, corner Nassau-street, New-York, by mail or otherwise, stating terms etc.

nr4t—12in—48 A. DEY.

RAILWAY IRON, LOCOMOTIVES, &c

THE subscribers offer the following articles for sale.

Railway Iron, flat bars, with countersunk holes and mitred joints,

						lbs.	
350 tons	2½	by	½,	15 ft in length,	weighing	4 68/100	per ft.
280 "	2	"	½,	" "	"	3 50/100	"
70 "	1¼	"	½,	" "	"	2½	"
80 "	1½	"	½,	" "	"	1 25/100	"
90 "	1	"	½,	" "	"	½	"

with Spikes and Splicing Plates adapted thereto. To be sold free of duty to State governments or incorporated companies.

Orders for Pennsylvania Boiler Iron executed.

Rail Road Car and Locomotive Engine Tires, wrought and turned or unturned, ready to be fitted on the wheels, viz. 30, 33, 36, 42, 44, 54, and 60 inches diameter.

E. V. Patent Chain Cable Bolts for Railway Car axles, in lengths of 12 feet 6 inches, to 13 feet 2¼, 2¾ 3, 3¼, 3½, 3¾, and 3¾ inches diameter.

Chains for Inclined Planes, short and stay links, manufactured from the E. V. Cable Bolts, and proved at the greatest strain.

India Rubber Rope for Inclined Planes, made from New Zealand flax.

Also Patent Hemp Cordage for Inclined Planes, and Canal Towing Lines.

Patent Felt for placing between the iron chair and stone block of Edge Railways.

Every description of Railway Iron, as well as Locomotive Engines, imported at the shortest notice, by the agency of one of our partners, who resides in England for this purpose.

Mr. Solomon W. Roberts, a highly respectable American Engineer, resides in England for the purpose of inspecting all Locomotives, Machinery, Railway Iron &c. ordered through us

A. & G. RALSTON.

28-tf Philadelphia, No. 4, South Front st.

A SPLENDID OPPORTUNITY TO MAKE A FORTUNE.

THE Subscriber having obtained Letters Patent, from the Government of France, granting him the exclusive privilege of manufacturing Horse Shoes, by his newly invented machines, now offers the same for sale on terms which cannot fail to make an independent fortune to any enterprising gentlemen wishing to embark in the same.

The machines are in constant operation at the Troy Iron and Nail Factory, and all that is necessary to satisfy the most incredulous, that it is the most VALUABLE PATENT, ever obtained, either in this or any other country, is to witness the operation which is open for inspection to all during working hours. All letters addressed to the subscriber (post paid) will receive due attention.

Troy Iron Works, HENRY BURDEN.

N. B. Horse Shoes of all sizes will be kept constantly for sale by the principal Iron and Hard-ware Merchants, in the United States, at a small advance above the price of Horse Shoe Iron in Bar. All persons selling the same, are AUTHORISED TO WARRANT EVERY SHOE, made from the BEST REFINED IRON, and any failing to render THE MOST PERFECT SATISFACTION, both as regards workmanship and quality of Iron, will be received back, and the price of the same refunded. H. BURDEN. 47—tf

THE NEW-JERSEY, HUDSON AND DELAWARE RAILROAD.

NOTICE is hereby given that under and by virtue of an act of the Legislature of the State of New-Jersey, entitled, "A further supplement to an act to incorporate the New-Jersey, Hudson and Delaware Railroad Company, passed the 8th day of March A. D., eighteen hundred and thirty-two," the books to receive subscriptions to the Capital Stock of said Company will be open at 10 o'clock, A. M., of each of the days following, viz:

On Tuesday, the 8th Nov. next, at Joseph Tilman's, Columbia, N. J.

Wednesday and Thursday, 9th and 10th Nov. next, at John J. Blair's, Gravelhill, N. J.

Friday, 11th Nov., at George Crockett's Marksboro, N. J.

Saturday, 12th Nov., at Peter B. Shafer's, Stillwater, N. J.

Monday, 14th Vov., at John S. Warbasse's, Newton, N. J.

Tuesday and Wednesday, 15th and 16th Nov., Abm. Brav's, Augusta, N. J.

Thursday, 17th Nov., at Stephen Ward's, Hamburg, N. J.

Friday and Saturday, 18th and 19th Nov., at H. Vibbert's, Dechertown, N. J.

Tuesday and Wednesday, 13th and 14th Dec., at United States Hotel, Newburgh, New-York.

Thursday, 15th Dec., at no. 34 Wall-street, city of New-York.

And continue open at the last mentioned place until the whole stock shall have been subscribed for, or at the discretion of the Commissioners. But if the whole of the Stock shall be subscribed for at either of the above mentioned places, the books will be immediately closed.

The Capital Stock is $500,000 with liberty to increase to $800,000, divided into shares of $100 each.

The sum of $5 on each share is required to be paid on subscribing.

SAMUEL FOWLER,
JOHN BELL,
JOSEPH CHANDLER,
WILLIAM HYBERGER,
ENOS GOBLE,
DANIEL HAINES,
SAMUEL PRICE,
JOHN I. BLAIR,
JOSEPH E. EDSALL,
COMMISSIONERS

Dated Oct. 3rd, 1836 41—9t

PATENT RAILROAD, SHIP AND BOAT SPIKES.

☞ The Troy Iron and Nail Factory keeps constantly for sale a very extensive assortment of Wrought Spikes and Nails, from 3 to 10 inches, manufactured by the subscriber's Patent Machinery, which after five years successful operation, and now almost universal use in the United States, (as well as England, where the subscriber obtained a patent,) are found superior to any ever offered in market.

Railroad Companies may be supplied with Spikes having countersink heads suitable to the holes in iron rails, to any amount and on short notice. Almost all the Railroads now in progress in the United States are fastened with Spikes made at the above named factory—for which purpose they are found invaluable, as their adhesion is more than double any common spikes made by the hammer.

*** All orders directed to the Agent, Troy, N. Y., will be punctually attended to.

HENRY BURDEN, Agent.

Troy, N. Y., July, 1831.

*** Spikes are kept for sale, at factory prices, by I. & J. Townsend, Albany, and the principal Iron Merchants in Albany and Troy; J. I. Brower, 222 Water street, New-York; A. M. Jones, Philadelphia; T. Janviers, Baltimore; Degrand & Smith, Boston.

P. S.—Railroad Companies would do well to forward their orders as early as practicable, as the subscriber is desirous of extending the manufacturing so as to keep pace with the daily increasing demand for his Spikes. (1J23am) H. BURDEN.

NEW ARRANGEMENT.

ROPES FOR INCLINED PLANES OF RAILROADS.

WE the subscribers having formed a co-partnership under the style and firm of Durfee, Coleman & Co., for the manufacturing and selling of Ropes for inclined planes of railroads, and for other uses, offer to supply ropes for inclined planes, of any length required without splice, at short notice, the manufacturing of cordage, heretofore carried on by S. S. Durfee & Co., will be done by the new firm. All orders will be promptly attended to, and ropes will be shipped to any port in the United States.

8th month, 8th, 1836. Hudson, Columbia County, State of New-York.

E. S. TOWNSEND, GEORGE COLEMAN,
ROBT. C. FOLGER, SYDNEY S. DURFEE

33—tf.

FRAME BRIDGES.

THE subscriber would respectfully inform the public, and particularly Railroad and Bridge Corporations that he will build Frame Bridges, or vend the right to others to build, on Col. Long's Patent, throughout the United States, with few exceptions. The following sub-Agents have been engaged by the undersigned who will also attend to this business, viz.

Horace Childs,	Henniker, N. H.
Alexander McArthur,	Mount Morris, N. Y.
John Mahan,	do do
Thomas H. Cushing,	Dover, N. H.
Ira Blake,	Wakefield, N. H.
Amos Whitemore, Esq.,	Hancock, N. H.
Samuel Herrick,	Springfield, Vermont.
Simeon Herrick,	do do
Capt. Isaac Damon,	Northampton, Mass.
Lyman Kingsly,	do do
Elijah Halbert,	Waterloo, N. Y.
Joseph Hebard,	Dunkirk, N. Y.
Col. Sherman Peck,	Hudson, Ohio.
Andrew E. Turnbull,	Lower Sandusky, Ohio.
William J. Turnbull,	do do
Sabried Dodge, Esq.,	(Civil Engineer,) Ohio.
Booz M. Atherton, Esq.	New-Philadelphia, Ohio.
Stephen Daniels,	Marietta, Ohio
John Rodgers,	Louisville, Kentucky.
John Tililson,	St. Francisville, Lou'a.
Capt. John Bottom,	Tonawanda, Penn
Nehemiah Osborn,	Rochester, N. Y.

Bridges on the above plan are to be seen at the following localities, viz. On the main road leading from Baltimore to Washington, two miles from the former place. Across the Metawaukeag river on the Military road, in Maine. On the national road in Illinois, at sundry points. On the Baltimore and Susquehanna Rrailroad at three points. On the Hudson and Patterson Railroad, in two places. On the Boston and Worcester Railroad, at several points. On the Boston and Providence Railroad, at sundry points. Across the Contocook river at Hancock, N. H. Across the Connecticut river at Haverhill, N. H. Across the Contoocook river, at Henniker, N. H. Across the Souhegan river, at Milford, N. H. Across the Kennebec river, at Waterville, in the state of Maine.—Across the Genesse river, at Mount Morris, New-York, and several other bridges are now in progress.

The undersigned has removed to Rochester, Monroe county, New-York, where he will promptly attend to orders in this line of business to any practicable extent in the United States, Maryland excepted.

MOSES LONG.
General Agent of Col. S. H. Long

Rochester, May 22d, 1836. 19y-tf.

RAILROAD CAR WHEELS AND BOXES, AND OTHER RAILROAD CASTINGS.

Also, AXLES furnished and fitted to wheels complete at the Jefferson Cotton and Wool Machine Factory and Foundry, Paterson, N. J. All orders addressed to the subscribers at Paterson, or 60 Wall street, New-York, will be promptly attended to.

Also, CAR SPRINGS
Also, Flange Tires, turned complete
18 ROGERS, KETCHUM & GROSVENOR

ALBANY EAGLE AIR FURNACE AND MACHINE SHOP.

WILLIAM V. MANY manufactures to order, IRON CASTINGS for Gearing Mills and Factories of every description.

ALSO—Steam Engines and Railroad Castings of every description.

The collection of Patterns for Machinery, is not equalled in the United States. 9—1y

STEPHENSON,

Builder of a superior style of Passenger Cars for Railroads.

No. 264 Elizabeth street, near Bleecker street, New-York.

RAILROAD COMPANIES would do well to examine these Cars; a specimen of which may be seen on that part of the New-York and Harlaem Railroad now in operation. J25tf

ARCHIMEDES WORKS.

(100 North Moor street, N. Y.)
NEW-YORK, February 12th, 1836.

THE undersigned begs leave to inform the proprietors of Railroads that they are prepared to furnish all kinds of Machinery for Railroads, Locomotive Engines of any size, Car Wheels, such as are now in successful operation on the Camden and Amboy Railroad, none of which have failed—Castings of all kinds, Wheels, Axles, and Boxes, furnished at shortest notice.

H. R. DUNHAM & CO.
4—ytf